MICROFILM

START OF ROLL

ROLL NO.

153

Construction Contracts

RECEIVED
JUL 10 1972

5

STATE COPY

FOR FILING

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christiansen

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

7-7-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration cst
Bureau of Public Roads

REGION NO. 7624 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 7/7/72	REPORT MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. U-168(25)
COMPLETION DATE 12/9/71	ACCEPTANCE DATE BY CONTRACT AGENCY 5/5/71	TIME ELAPSED 107 %	CONTRACT TIME 100 calendar days
APPROVED EXTENSIONS 4 days	LOCATION Oregon 99E, jct. Mt. Hood Highway then south 1.8 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

ROSS ISLAND BRIDGE - S. E. REEDWAY ST.
PACIFIC HIGHWAY EAST
Signing

Cy Const. Bridge
7-19-72

This project provided for the installation of new and revisions to existing signs. Also included in the work was a performance of incidental work called for by the plans and specifications.

The project was completed in substantial conformance with approved plans and specifications on December 9, 1971 at which time 107 calendar days had elapsed. The contractor was granted a 4-day extension based on the extra time needed to accomplish the work under Price Agreement #3. This leaves 3 days of liquidated damages to be assessed.

The final cost of the project including engineering and contingencies was $38,060.79 which is an underrun of 6.8%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

7-18-72
REFERRED TO
Al cc Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /S/ Patrick O'Neil for C. T. Christiansen		SIGNATURE Original Signed By G. L. GREEN Acting Division Engineer G. L. Green	
TITLE Area Engineer	DATE	TITLE Acting Division Engineer	DATE 7/17/72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

JUL 17 1972

RECEIVED
JUN 20 1972
FOR FILING

7624

June 19, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. U-168(25)

FROM George M. Baldwin
Administrator of Highways

by

ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request: Federal-aid Project Acceptance

Contract 7624 Work Completed December 9, 1971

Project Ross Island Bridge-S. E. Reedway Street

Highway Pacific East

County Multnomah

Acceptance: State Highway Commission April 5, 1972

Federal Highway Administration January 3, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

cc: V. E. Skoog

JK:kds

RECEIVED
JUN 2 - 1972
FOR FILING

7624

June 2, 1972

Great American Insurance Co.
2030 9th Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $200 will be made to Coral Corporation on Contract No. 7624 for signing on the Ross Island Bridge-S.E. Reedway Street Section of the Pacific Highway East in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $35,398.26 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Coral Corporation
135 E. Hereford St.
Gladstone, Oregon 97207

G. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Harr
L. W. Rulien

RECEIVED
JUN 15 1972
FOR FILING
7624

#8

May 17, 1972

Coral Corporation
133 East Hereford Street
Gladstone, Oregon   97207

541

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, considered your request for an additional seven days to complete Contract No. 7624 for signing the Ross Island Bridge-S. E. Reedway Street Section of the Pacific Highway East in Multnomah County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission granted you a 4-day extension of time, without assessment of liquidated damages.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc C. T. Keasey
Walt Hart
V. E. Skoog
R. S. Coulter
Jerry Street
Federal Highway Administration

FKN:kl

RECEIVED
MAY 10 1972
FOR FILING

7624

DATE

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 8
May 16, 1972 Meeting

Coral Corporation, contractor for the signing installation on the Ross Island Bridge-S. E. Reedway Street Section of Pacific Highway East in Multnomah County, Contract 7624, has requested an additional seven days in which to complete the contract work without assessment of liquidated damages. The contractor cites extra work accomplished under Price Agreement 3 as his reason for failure to complete the work on time.

The contract was awarded August 12, 1971, and allotted 100 calendar days to complete the work, which forecast a completion date of December 2, 1971. The work was completed on December 9, 1971, which is an overrun in contract time of seven days.

The additional work called for under Price Agreement No. 3 consisted of various changes in the sign illumination equipment, which included the moving of the cantilever sign bridge. The contractor was directed to do the work in September and November 1971, and the work was not completed until December 6, 1971. Work done from September 7 to December 9, 1971, the actual completion date, had nothing to do with work accomplished under Price Agreement No. 3.

I recommend that the contractor be granted a four-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining three days. This amounts to an assessment of $150.

This is a Federal-Aid project and we have the concurrence of the Federal Highway Administration. This matter will be on the agenda for your consideration at the May 16 meeting.

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
C. T. Keasey
H. S. Coulter
Gary Ross
Gary Sund

RJW:ag cg

BRIDGE DIVISION
MAR 27 1972
RECEIVED

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7624 Contractor Coral Corporation

Highway Pacific East

Section Ross Island Bridge-S.E. Reedway Street

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Four days are recommended due to work added to the contract.

Recommended for Approval:

Edward
~~Assistant~~ Division Engineer

Walter J.
~~Construction Engineer or~~
Bridge Engineer

asst- State Highway Engineer

Contract No.	7624
Project designation (State-Federal)	U-168(25)
Date awarded	August 12, 1971
Work started	October 22, 1971
Per cent completed / Date	100% 12-9-71
No. of Workdays Allowed	100
No. of Workdays Used	107
No. of Added Workdays Requested	4

State Printing [illegible]

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 24, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 107 days, within which to complete our Contract No. 7624, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

To perform the additional work called for in your letter of November 19, 1971, copy attached. This work has been performed.

Respectfully submitted,

Coral Corporation
Contractor

By Robert D Laam V. Pres

CONSENT OF SURETY

Date January 26, 1972

We, GREAT AMERICAN INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

James F. Darby
Resident Agent

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 26, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(25)
Ross Island Bridge-S.E. Reedway Street Section
Request for extension of Time

Bridge
Draft to Com.
cy Johnson
Young
Coulter
5-3-72

I have reviewed your letter of April 20 concerning the request for a time extension. Based on the extra time needed to accomplish the work under Price Agreement No. 3, I concur in the four-day time extension.

5-3-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
W. J. HART

RECEIVED
MAY 3 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 21 1972

FOR FILING

7624

April 20, 1972

TO: Mr. R. E. Simpson
Division Engineer
Federal Highway Administration

FROM: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Request for Extension of Time
Ross Island Bridge-S.E. Reedway Street Section
Contract No. 7624
FAP No. U-168(25)

The subject contract was awarded August 12, 1971 and allotted 100 calendar days to complete the work, which forecast a completion date of December 2, 1971. Work was completed on December 9, 1971, which is an overrun in contract time of seven days. The contractor has requested a seven-day extension of time.

The contractor was directed to make changes in the sign illumination equipment after the award of the contract. This work was accomplished under Price Agreement 3 and consisted of the following items:

1. Move cantilever sign bridge No. 10 five hundred feet north along the east side of McLoughlin Boulevard in order to avoid confusion with S. E. Seventh Avenue intersection.
2. Move power source for signs from west side of McLoughlin Boulevard to east side because no power source existed on west side of road.

(more)

3. Incorporate power for flashing beacon mounted on "signal head" sign at Station 531+00 left into sign power systems.

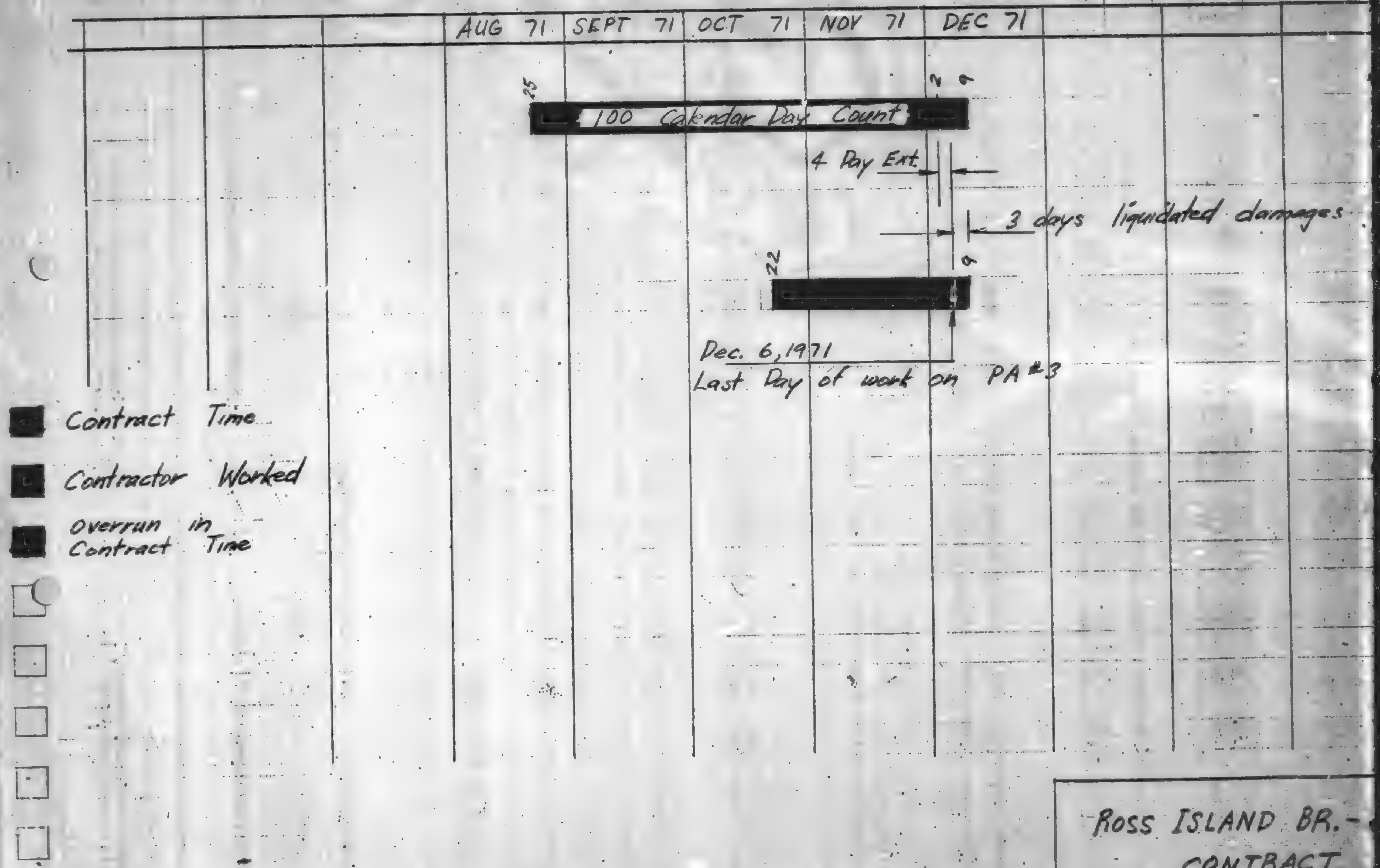
The contractor was directed to do the above work in September and November, 1971 and the work was not completed until December 6, 1971, four days after the specified completion date. Work done from December 7 to December 9, 1971, the completion date, had nothing to do with work accomplished under Price Agreement 3.

In view of the foregoing, with your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a four-day extension of time. Liquidated damages would be assessed for three days at $50 per day or $150 total.

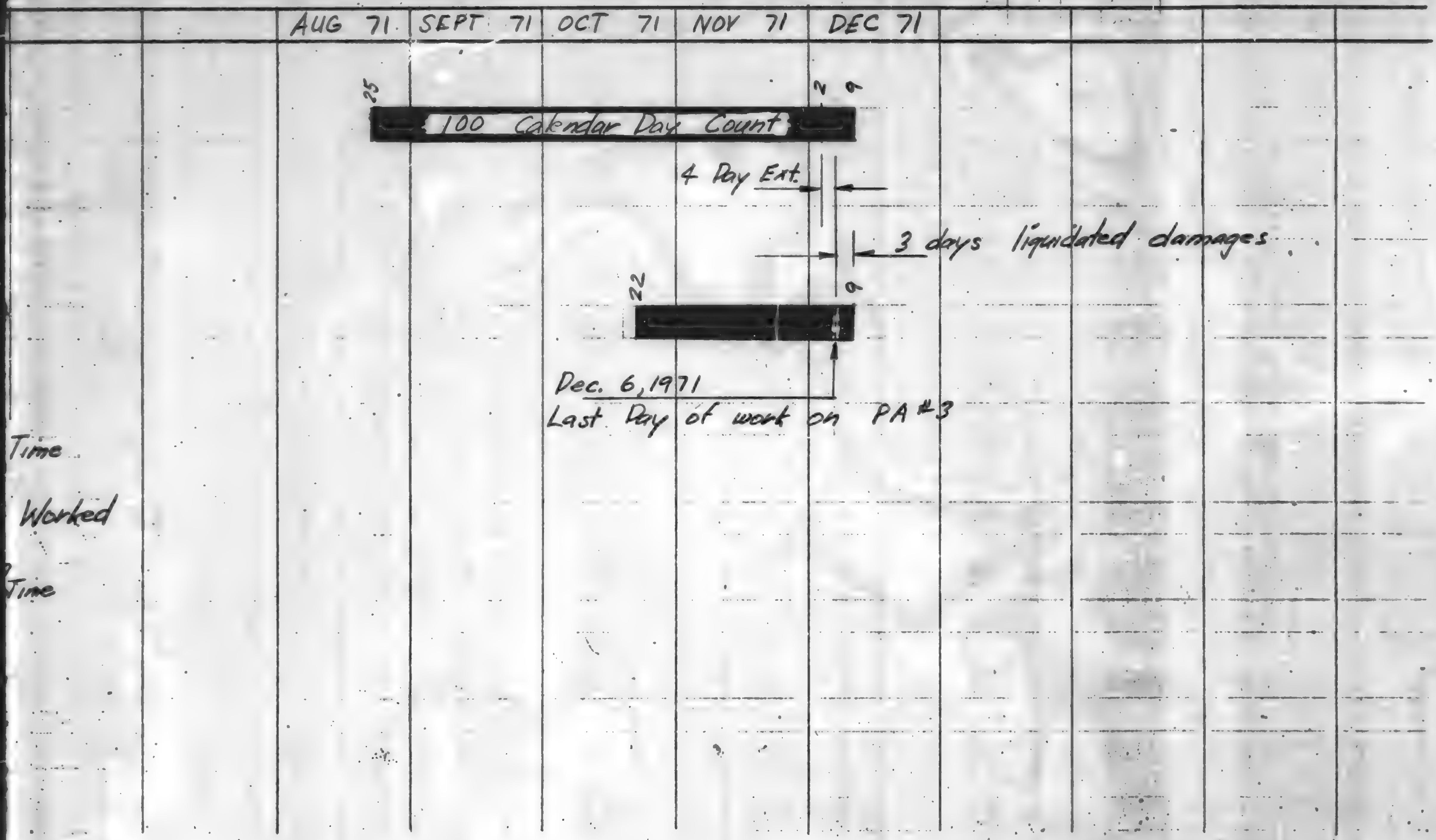
Attachment

bc George M. Baldwin
Tom Edwards
F. D. Klaboe
Walt Hart
L. H. Young
H. S. Coulter

[illegible]W:dh ja



ROSS ISLAND BR. -
CONTRACT



ROSS ISLAND BR. - SE REEDWAY
CONTRACT 7624

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 24, 1972

4-10

SUBJECT: Ross Island Bridge-
SE Reedway Street Section
Signing
Contract No. 7624
Contractor's Request For
Additional Time

To: Walt Hart
Bridge Engineer
State Highway Building
Salem

Attached you will find five copies of Contractor's Request For Increase In Number of Workdays for the subject project together with a copy of a Time Extension Claim Report prepared by Jerry Street.

The Contractor is requesting an additional seven calendar days which is the number of days that he overran the 100 day allotment. This request is based on the additional work which was added to the contract. I believe Mr. Street's report adequately and clearly sets forth the facts with regard to this request and this office concurs in his recommendation that four days be granted the Contractor.

Al,
For your info.

H. S. Coulter
Metropolitan Engineer

By: Edward L. Hardt
Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: Jerry Street

NOTED

TIME EXTENSION CLAIM REPORT

Ross Island Bridge-SE Reedway St. Section
Signing
Sign Illumination

Multnomah County
Contract No. 7624
U-168(25)
$34,682

The following report will be an analysis of Coral Corporation's time extension claim. This analysis will be divided into two areas of discussion. The first area will attempt to give all of the preliminary facts regarding this claim, while the second area will discuss these facts and make recommendations.

Some of the basic dates and facts concerning the overall contract work are given as follows:

1. Bids for Contract No. 7624 were opened on July 29, 1971.
2. The Contract was awarded to Coral Corporation on August 12, 1971. ✓
3. The 100 calendar day ✓ - workday charge began on August 25, 1971. ✓
4. Sub-contractor W. R. Grasle Company began work on October 22, 1971. ✓
5. ✓ Prime Contractor, Coral Corporation, began work on November 4, 1971.
6. The 100 calendar day - workday charge expired on December 2, 1971. ✓ spec. compl. date
   It is estimated that 95% of the contract work was completed on this date.

107 days used

7. OSHD began charging liquidated damages on December 3, 1971.
8. W. R. Grasle Company completed sign illumination work on December 6, 1971. It is estimated that 99% of the contract work was completed on this date.
9. Coral Corporation completed contract work on December 9, 1971. ✓
10. OSHD ceased charging liquidated damages on December 9, 1971.
11. A total of 7 days @ $50.00 ✓ per day liquidated damages were charged for a total amount of $350.00.
12. One Extra Work Order and four Price Agreements were written during the life of the contract. Only Price Agreement No. 3 amounted to any significant extra work.
13. Price Agreement No. 3 involved considerable revisions to the sign illumination work. This amounted to 15% of the total cost of Bid Item No. 12--Sign Illumination Equipment. Because of this fact and since Coral Corporation bases their request for time extension entirely upon this Price Agreement, it will be studied in further detail below. Some of the following

revisions incorporated in Price Agreement No. 3 are as follows:

A. On September 23, 1971, it was decided to move cantilever sign bridge No. 10 - 500' north along the east side of McLoughlin Boulevard in order to avoid confusion with SE 7th Avenue intersection.

B. On September 21, 1971 it was decided to move power source for signs from west side of McLoughlin Boulevard to east side because no power source existed on west side of road.

C. On November 5, 1971 it was decided to incorporate power for flashing beacon mounted on "Signal Head" sign at Station 531+00 left into sign power systems.

All of the above changes were incorporated in my letter to the Contractor on Novmeber 19, 1971 asking for an estimate of costs so that Price Agreement No. 3 could be initiated.

The second area of this report will give my recommendations with regards to Coral Corporation's time extension claim. In his request, the Contractor asks for seven additional days due to increased sign illumination work as outlined in Price Agreement No. 3. It should be apparent to the reader from studying information in area 1 of this report that W. R. Grasle finished sign illumination work on December 6, 1971. Since this work constituted a major portion of the remaining work and Price Agreement No. 3 held up completion. I believe the Contractor is entitled to four days of relief. I can see no reason for allowing any additional days to the Contractor after December 6, 1971. The remaining work after December 6, 1971, though small in total percentage of contract, had nothing to do with Price Agreement No. 3 or any sign illumination work. Therefore, I recommend that the contract workdays be increased to 104 days and the Contractor receive relief for four days of charged liquidated damages.

[illegible] 4 day. ext

3 day. liq. damage @ \$50/day = \$150

Jerry C. Street
Resident Engineer

JCS:pb

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN REGION
November 19, 1971

5821 N.E. Glisan St. - Portland, Oregon 97213 - Phone 229-6932

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Re: Sign Illumination
Contract No. 7624

Attn: Mr. George Nylen

Gentlemen:

I have enclosed herewith one xerox copy of ½ of Plan Sheet No. 27069 showing the proposed changes for sign illumination for Signs No. 10 and 11 for this contract.

On the west side of the highway, the change would call for the following additional listed items:

1. Install 260 ft. of additional Galvanized Electrical Conduit.
2. Install 2 - No. 8 wires (520 Lin. Ft. ± additional wire in additional conduit).
3. Install 2 - No. 10 wires (2,360 Lin. Ft. ± in 1-inch conduit).
4. Install 1 - 15 amp, 240 volt, ac, 1 - pole circuit breaker and neutral block.
5. Install 8"x8'-0" pole key instead of down guy.
6. Install 1 - 4"x4"x4" cast iron junction box for wire pulling if required.

Additional changes for crossing S. E. McLoughlin Blvd. and changes for the east side of the highway:

1. Substitute No. 6 ACSR Quadplex for No. 6 ACSR Triplex on highway crossing.
2. Install 80 ft. ± of additional 1½-inch Galvanized Electrical Conduit.
3. Install all deleted items from west side on the existing power pole on the east side of highway as shown on Drawing above.

4. Install 25 ft. ± of additional 1-inch Galvanized Electrical Conduit on pole.
5. Install 2 - No. 10 wires (50 ft. of additional wire in added 1-inch conduit.
6. Delete 4'-0" Wiring support post and 1½-inch conduit with bushings lock nuts. Furnish 1 - 12-inch diameter ½-inch galvanized cover plate with same bolting dimensions as shown for post.

All other items shown are as per original plan drawing with the exception of the changing of location of installation and the deletion of ground wire in Galvanized Steel Conduit.

Please prepair a estimate of costs for the addition work and materials and submit to this office at your earliest convenience. To expedite this estimate, I have sent a print to Al Mather of W. R. Grasle Co. with a carbon copy of this letter.

Very truly yours,

Jerry C. Street

Jerry C. Street
Resident Engineer

RWK:bh

cc: Al Mather w/Enc.
Bridge Division w/Enc.
Bob Dixon w/Enc.

RECEIVED
APR 19 1972
FOR FILING

7624

April 19, 1972

Great American Insurance Co.
Pacific N. W. Regional Office
2030 9th Avenue
Seattle, Washington 98121

Gentlemen:

A post-final payment for $1,075.35 will be made to Coral Corporation on Contract No. 7624 for signing on the Ross Island Bridge-S. E. Reedway Street Section of the Pacific Highway East in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $35,198.26. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Coral Corporation
135 E. Hereford St.
Gladstone, Oregon 97207

O. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Mullen

ECEIVED
PR 20 1972
OR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7629

April 18, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
[illegible]

FROM D. H. Moehring, Right of Way Engineer
Oregon State Highway Division

NOTED
F. B. KLABUE

SUBJECT U-168[23] - File 43140, Ross Island Bridge - SE Reedway Street Section, Pacific Highway East, Multnomah County

As a part of the Ross Island Bridge - Reedway project, four Foster and Kleiser signs were relocated under the 1968 Federal-Aid Highway Act. You will recall that the 1968 Act provided for a sign company to move its signs and receive payment on the basis of the actual cost of the move.

Of the four signs which Foster and Kleiser moved, two remained in the general area of their former location and two were moved to downtown locations. The original signs were in each case supported by timber frames, whereas at the new locations all signs are supported by metal frames. With the changeover from wood to metal, a considerable amount of new material was involved in the reconstruction of the signs. The replacement signs were really, in effect, new signs at new locations.

The question now arises concerning the extent of payment provided by the 1968 Act. Because of permit restrictions imposed by the City of Portland and good sign erection practices followed by the sign company, should we now fully reimburse the Foster and Kleiser company for the signs at the new locations? On the other hand, since the original signs involved were in effect removed from the right-of-way and replaced with new signs, should participation be limited to only the removal of the original signs?

We have had the Foster and Kleiser books audited, and the billings as presented by Mr. Barber in his letter of April 11, 1972, are in order. Attached is a copy of Mr. Barber's April 11 letter along with other correspondence, a claim form [form E-620], City of Portland regulations, the City of Portland ordinance authorizing the construction of signs at the new locations, and minutes of the City's sign review committee.

Would you please have this material examined [I would suggest that the regional counsel also be involved in the matter] and determine the extent Federal participation will be forthcoming in the moving of the four signs.

DHM:JP
Attachments
cc Tom Edwards
    F. B. Klaboe ✓
    L. H. Young
    V. E. Skoog
    Milner M. Mead
    M. R. Mitchell

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1972
FOR FILING

7624

April 11, 1972

Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On April 6, 1972, we wrote to you concerning release of final payment on Contract No. 7624 awarded to Coral Corporation for work on the Ross Island Bridge-S. E. Reedway Street Section of the Pacific Highway East in Multnomah County.

Final payment on this contract is $2,009.46 and the total contract amount is $34,122.91. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Coral Corporation
135 E. Hereford St.
Gladstone, Oregon 97207

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn: John Kerr
L. W. Rulien

RECEIVED
APR 6 - 1972
FOR FILING

7624

April 6, 1972

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

Contract No. 7624 awarded to Coral Corporation for signing on the Ross Island Bridge-S. E. Reedway Street Section of the Pacific Highway East in Multnomah County was completed on December 9, 1971 and accepted by the Highway Commission on April 5, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before April 11, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97207

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

RECEIVED
APR 6 - 1972
FOR FILING

7624

DATE April 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7624 Work Completed December 9, 1971

Project Ross Island Bridge-S.E. Roadway Street

Highway Pacific East County Multnomah

Type of Work Signing

Contractor Coral Corporation

Recommended acceptance date April 5, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED

FOR FILING

7624

March 17, 1972

TO: Mr. R. E. Simpson
Division Engineer
Federal Highway Administration

Federal Aid Project
No. U-168(25)

FROM: George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT: Request for Change Order Approval

Enclosed for your consideration and approval are copies of Price Agreement No. 3, Contract No. 7624, covering various revisions of the sign illumination equipment on the Ross Island Bridge-S.E. Roadway Street of the Pacific East Highway in Multnomah County.

Revisions include moving the location of the power source from the west side to the east side of McLoughlin Boulevard, moving the location of sign No. 10 and installing electrical equipment for an existing "Signal Ahead" sign.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer along with the justification of costs by the Bridge Section.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 10, 1971.

Your approval as of December 10, 1971 is requested.

JK:dg

RECEIVED
MAR 20 1972

FOR FILING

7624

March 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. U-168(25)

FROM George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. M. Young
Programming Engineer

SUBJECT Request for Change Order Approval

Herewith for your consideration and approval are copies of Price Agreement No. 4, Contract No. 7624, covering a credit for work deleted by revision on sign legends on the Ross Island Bridge-S.E. Reedway Street Section of the Pacific East Highway in Multnomah County.

A late revision in the signing work requiring the legend on sign number 3 to be changed resulted in a reduction in the labor costs to the contractor. The lugends on all of the US 99E route shields were changed to read Oregon 99E. This additional work and the deletion of work on sign number 3 produced a credit ($26.30) to the project.

Copies of the engineer's letter of explanation and cost justification approved by the Bridge Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer February 25, 1972.

Your approval as of February 25, 1972 is requested.

Attachments

DHW:js

RECEIVED
[illegible]

FOR FILING

U-168(25)

7624

February 17, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project
No. U-168(25)

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2, Contract No. 7624, covering a credit for work deleted on the Ross Island Bridge-S.E. Reedway Street Section of the Pacific East Highway in Multnomah County.

The contract work required the contractor to remove and reinstall two existing signs. One of the signs (sign No. 13) was to be remounted on a new sign support at Station 519+50, but this new location fell on private property and was deleted from the contract work. Sign No. 13 was mounted on the same sign support as sign No. 12 by State maintenance forces. The second sign (sign No. 14) vanished from the project shortly after award of the contract and will be replaced by State maintenance forces.

The adjustment of signing through the project by State Forces was authorized under State Force Order No. 3 on Contract 7463, Federal-Aid Project U-168(24) on a non-participating basis. The erection of the signs will be done by State Maintenance Forces and will be charged to State Force Order No. 3. The Federal Highway Administration has concurred in this work.

Copies of the Engineer's letter of explanation with cost justification approved by the Bridge Engineer are attached.

This credit was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, February 1, 1972.

Your approval as of February 1, 1972 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

BMW:alc

RECEIVED
FEB 2 - 1972

FOR FILING

U-168 (25)

7624

February 1, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

475

Dear Sir:

Re: Ross Island-S. E. Reedway Street
Section - Signing
FA Project No. U-168(25)
Contract No. 7624

Your Report No. 3 on the above project has been received and the deficiendes you noted have been corrected.

The time extension request from the contractor for the seven-day overrun in contract time has not yet been received by the Resident Engineer. When the request is received and reviewed by the Region and by this office, we will forward our recommendations and ask for your concurrence.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

RJW:ag ja

STATE COPY

Wright

FORM PR-33B (REV. 3-68)

cc: OSHD (Johnson)
Region
Wash DC
Area Engr Christianson

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 8	Report No. 3	County Multnomah	Division Oregon
Date of Inspection 12-23-71	Inspection Made By P. E. O'Neil, Asst Area Engr		Project No. U-168(25)

In Company With: E. Hardt, Asst Metro Br Const Engr; J. Street, Res Engr; R. Rivett, Hwy Engr

Quality of Work* Satisfactory	Progress of Work Unsatisfactory	Time Elapsed 107 %	Work Completed 100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
JAN 14 1972
REGIONAL OFFICE

ROSS ISLAND BRIDGE - S.E. REEDWAY STREET
PACIFIC HIGHWAY EAST
Signing

The project was completed in substantial conformance with the approved plans and specifications on December 9, 1971, at which time 107 chargeable days had elapsed. The contract was 100 calendar days with the contractor being assessed 7 days liquidated damages.

Prior to our acceptance of this project the following items must be corrected:

a. Removal of the damaged tree Lt. Sta 528+15.

b. Painting of the anchor bolts on the cantilever signs.

c. Brush removal preceding sign No. 17.

Ts Const
1-18-72

The materials reports were reviewed as the project progressed and were found in substantial conformance with the specification.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
F. B. KLABOE

REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

~~Hill~~

Morgan
Decker
Bond
Walker
Buchine
Johnsen

RECEIVED
JAN 19 1972
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Galagher
Stom

NOTED
TOM EDWARDS

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
JAN 10 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

U-168(25)
7624

December 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Fed.-aid Project No. U-168(25)

CM - Consts - Programming
1-7-72

Dear Sir:

All work under Contract No. 7624, Ross Island Bridge-S.E. Reedway Street Section of the Pacific East Highway in Multnomah County, was completed on December 9, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 1-3-72

Conditions noted on above date:

Removal of a damaged tree at Sta 528+15 lt
Painting of bolts on the cantilever sign structures

R. E. Simpson
Division Engineer

NOTED
A. E. JOHNSON

NOT[illegible]
F. D. KLAU[illegible]

NOTED
TOM EDWARDS

PEO:bk
cc: R. L. Porter
F. D. Morgan

U-168(25)
[illegible]

c

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Ross Island Bridge - S. E. Reedway Street	WEEK ENDING December 11, 1971	SECTION PREFIX 26-1042
HIGHWAY Pacific Highway East	COUNTY Multnomah	
NAME OF JOB Ross Island Bridge - S.E. Reedway St.	KIND OF WORK Signing	
CONTRACTOR Coral Corporation	CONTRACT NUMBER 7624	FEDERAL AID PROJECT NUMBER U-168(25)
DATE OF CONTRACT August 12, 1971	DATE WORK STARTED October 22, 1971	ESTIMATED COMPLETION DATE December 9, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 3 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 100	WORK DAYS USED CALENDAR DAYS USED 107
PROJECT AUTHORIZATION $ 40,855.39	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107
EXCLUSIVE OF ENGINEERING: $ 37,287.69	ENGINEERING AUTHORIZATION $ 3,568.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 35,803.55	ENGINEERING COST TO DATE $ 2,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED PERCENT XXXXXX UNDERRUN UNDERRUN 3.63 %	PERCENT OF AUTHORIZATION 61.7 %	DATE PROJECT WAS COMPLETED December 9, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2-Pickups, 1-Ladder Truck, 1-Crane Truck and 1-Flatbed Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Sign Footings	Sign Structures	Signing	Sign Illumination				
PERCENT	100	100	100	100				

	WEATHER	Calendar XXXX DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	1		
MONDAY	Ptly Cloudy	1		
TUESDAY	Fair	1		
WEDNESDAY	Snow & Rain	1		
THURSDAY	Rain	1		
FRIDAY	Rain	1		
SATURDAY		1		

Routing
Mo. M
Decker
Bond
Walker
Boehme
Johnsen
Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
DEC 13 1971
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Dec. 5 SUNDAY	No activity.
Dec. 6 MONDAY	Installed service wiring for Cantilever Sign Nos. 10 & 15.
Dec. 7 TUESDAY	No activity.
Dec. 8 WEDNESDAY	No activity
Dec. 9 THURSDAY	Completed installing Type "R" signs. Service cabinets were connected by PGE for Cantilever Sign Nos. 10 & 15. ALL CONTRACT WORK COMPLETED.
Dec. 10 FRIDAY	General cleanup.
Dec. 11 SATURDAY	No activity.

REMARKS

SUMMARY: Completed installing Type "R" signs.
Completed sign illumination.
ALL CONTRACT WORK COMPLETED, 12-9-71.

ANTICIPATED: General cleanup.
Semi-Final will be submitted January 10, 1972.

VISITORS: P. O'Neil & R. Revett,
FHWA, 12-10-71.

SIGNED Jerry C. Street LOCATION Portland, Oregon
Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

RECEIVED
SEP 8 - 1971

FOR FILING
U-168(25)
7624

September 7, 1971

Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97207

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7624 for signing on the Ross Island Bridge-S. E. Reedway Street Section of the Pacific Highway East in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc F. D. Morgan
I. D. Merchant
Robert Schroeder
Jerry Street

RECEIVED
AUG 25 1971
FOR FILING

U-168(25)

7624

August 24, 1971

Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

Your prequalification statement shows J. B. Irving and R. D. Lasm as authorized to sign contracts. However, we note that Contract No. 7624 has been signed by Robert D. Lasm and James B. Irving. Please tell us if Robert D. Lasm is the same person as R. D. Lasm and if James B. Irving is the same as J. B. Irving.

Robert D. Lasm who has signed the Contract Page must also sign the Performance Bond, Page 9 on both copies of the Contract.

It is necessary that one of the copies be witnessed under Section III, Contract, Page 7.

Also, the State Insurance Department has notified us that they cannot approve James P. Doonay signing for the Great American Insurance Company as there is no Power of Attorney on file for him. We cannot accept a Power of Attorney sent to us.

Please have your surety file a Power of Attorney for James P. Doonay with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310. There is a registration fee of $5.

If you do not wish your surety to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of this contract to our office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
Robert Schroeder
Jerry Street

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-64	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 8-18-71	COUNTY Multnomah
PROJECT REPORT NO. 3		PROJECT NO. U-168(25)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E Jct. Mt. Hood Hwy., S. 1.8 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-7-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $39,250	FEDERAL FUNDS $24,943

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By A E Johnson
Assistant State Highway Engineer
(Title)
By ______________________
____
(Title)
By ______________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
For R. E. Simpson (Division Engineer)

Date executed by Division Engineer AUG 18 1971

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Federal-Aid
Project No. U-168(25)

Oregon State Highway Division

ROSS ISLAND BRIDGE-S.E. REEDWAY ST. SECTION

PACIFIC EAST HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, August 16, 1971

Project Agreement Estimate.

Type Code Y002
Signing (Sta. 467+55 to Sta. 562+50.14)

Temporary Protection and Direction of Traffic	All Required		$ 1,800.00
Removal of Existing Sign Installations	All Required		325.00
Sign Support Footings	All Required		4,100.00
Breakaway Sign Posts	All Required		2,100.00
Single Sign Supports	All Required		660.00
Cantilever Sign Structure (Sta. 535+50 Lt.)	All Required		4,160.00
Cantilever Sign Structure (Sta. 528+15 Lt.)	All Required		3,370.00
Cantilever Sign Structure (Sta. 508+00 Lt.)	All Required		3,370.00
Revision and Reinstallation, Existing Signs	All Required		1,835.00
Type "AA" Signs in Place	512 sq.ft.	8.50	4,352.00
Type "R" Signs in Place	70 sq.ft.	5.00	350.00
Sign Illumination Equipment	All Required		8,260.00
			$34,682.00
Flagging (60% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$35,682.00
	10% Engr. & Cont.		3,568.00
	Total		$39,250.00

Length of Project - - - - - 0.00 Mile

SUMMARY OF FUNDS

Federal Funds -	$24,943.00
State Funds -	14,307.00
Total Costs	$39,250.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7624

Prefix: 26-1042

RECEIVED
AUG 16 1971
FOR FILING

U-168(25)

7624

August 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of August 12, 1971, is requested in the award of contract for the Ross Island Bridge-S.E. Reedway Street Section, Project U-168(25).

The contractor receiving the award is Coral Corporation in the amount of $34,682.00, with Contract No. 7624 assigned. This bid was received on July 29, 1971 and awarded on August 12, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date____________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:hb

RECEIVED
AUG 16 1971
FOR FILING

U-168 (25)
7624

August 13, 1971

Coral Corporation
135 E. Hereford Street
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission on August 2, 1971, accepted your proposal for signing on the Ross Island Bridge-S. E. Reedway Street Section of the Pacific Highway East in Multnomah County for the sum of $34,682 and referred it to the State Highway Engineer with authority to award the contract as soon as the Federal Highway Administration approves the project.

Approval has been received and the State Highway Engineer August 12 awarded you the project, which has been assigned Contract No. 7624.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 23, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
Robert Schroeder
Jerry Street
William Geibel (SAIF)

RECEIVED
AUG 5 - 1971
FOR FILING

U-168(25)
17624

August 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97208

Ross Island Bridge-S.E. Reedway St., Sec.
Oregon Project No. U-168(25)

Dear Sir:

Tentative concurrence is requested in the award of contract for the subject project.

On July 29, 1971 Coral Corporation of Gladstone submitted the low bid of $34,682.00, which is $4,722.00 or 15.7% over our Engineer's estimate of $29,960.00. One other bid was received in the amount of $35,902.00.

A representative of the Coral Corporation called as to the status of the award, and at that time was asked for reasons why the bid item for "Sign Illumination Equipment" was bid as high as it was. He stated that the amount bid was the lowest subcontract bid quote they received, and they bid that amount without any additive for profit. We therefore must concede that our estimate for this item on this project was too low. All other items were bid very close to our estimated amounts.

We feel the low bid is reasonable and that we would not receive a lower bid if it were readvertised. The project work is needed to complete this section of roadway and make it a usable and safe section of highway in conjunction with other work being done now and any delay would disrupt the completion time schedule. The administrative cost involved with readvertising could very easily be more than any savings received in such a small contract as this.

For these reasons, we believe it is in the public interest to award the contract to the low bidder at this time.

Attached are two copies of the bid tabulations. If further information is needed, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: F. B. Klaboe
R. N. Chase

DAR:js

RECEIVED
AUG 4 - 1971
FOR FILING

U-5168(25)
17624

August 3, 1971

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission on August 2 accepted your bid in the amount of $34,682 on the Ross Island Bridge-S.E. Reedway Street Section of the Pacific Highway East in Multnomah County, which was the low bid received for that job on July 29.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as approval of the Federal Highway Administration is received. When this approval has been received, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc Frank Morgan
I. D. Merchant
Robert Schroeder
Jerry Street
[illegible]

RECEIVED
JUL 8 - 1971
FOR FILING

U-168(25)
7624

July 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on July 29, 1971.

I-205-7(21)316 ---------- N.E. Marine Drive-N.E. Holman St. Section
I-80N-2(60)199 ---------- Rufus Interchange Section
I-80N-6(45)256 ---------- La Grande Section (UPRR O'xing)
I-405-8(28)303 ---------- West Fremont Interchange (Unit 2)
U-168(25) ---------- Ross Island Br.-S.E. Reedway St. Section
T-5019(3) ---------- 6th St.-Stewart St. (Medford)
T-5021(2) ---------- Ore. Coast Hwy. at Olive St. (Newport)
T-5028(1) ---------- Mission St. S.E. at 25th St. (Salem)
ER-239(1) ---------- Cape Meares & Bay Ocean Road Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's Circular Memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Encls.

RECEIVED
JUL 26 1971
FOR FILING

7-16-71

FORM [illegible]
(REV. 3-67)

U.S. DEPART[illegible]ORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]EDERAL AID PROJECT: U-168(25)

STATE PROJECT NO.: ROSS ISLAND BRIDGE - SE REEDWAY ST. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: MULTNOMAH

ITEM NO.: U-160

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:
U-168 (25)
7624

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOT
F.B. KLA[illegible]E

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	FEDERAL AID PRIMARY ROUTE 26
		STATE ROUTE NUMBER STATE PRIMARY ROUTE 1-E

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $1,000.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young
w/enc.
7-21-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
APR 20 1971
FOR FILING

U-168 (25)
7624

April 15, 1971

4083

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon Project U-168(25), Ross Island Bridge-S.E. Reedway, Signing, Your Ref: 08-35-DA

Reference is made to your letter of April 6 offering comments concerning signing on this project. The following is offered regarding the comments:

Item 1 - Sign No. 2

This is an existing sign which, in the interests of economy, we are not proposing to change.

Item 2 - Sign No. 3

This is also an existing sign which will be changed only by adding the "Milwaukie" overlay.

Item 3 - Sign No. 6

It is planned to use the existing butterfly support for Signs 5 and 6. Rearranging the sign message as you suggest would increase the length of the sign and require replacement of the butterfly support. It is not believed that this is economically justified.

Item 4 - Sign No. 11

The "NEXT RIGHT" message was used on this sign because of the outrigger left-turn lane at Holgate Boulevard. It will be necessary to break long-established traffic patterns. The fact that the signalized intersection is an industrial driveway will be so obvious that it is not believed that confusion will result. It is preferred to retain the "NEXT RIGHT" message until a problem develops.

Item 5 - Sign No. 12

The intent of the curved arrow was to depict the outrigger left-turn route. It will be replaced with a slanting arrow.

Item 6 - Sign No. 17

The orientation of this sign on the plans was a drafting error.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
I. D. Merchant

VPJ:pb srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

APR 12 1971
TRAFFIC ENGINEERING

NOTED
F.B. KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 6, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-168(25)
PS&E Review
Ross Island Bridge - SE. Reedway

Plans for the subject project have been reviewed. In order to provide more consistent and functional signing as well as meet the requirements of the manual of Uniform Traffic Control Devices the following changes will be necessary prior to our approval of the plans.

Item 1 - Sign No. 2

For consistency in signing the U.S. 26 route shield should be on the left side of the panel and the down arrow deleted.

Item 2 - Sign No. 3

To conform to the MUTCD the destinations on this sign should be interchanged, the route number and shield should be relocated to the left side of the panel, the down arrow should be deleted and replaced by the word message NEXT RIGHT.

Item 3 - Sign No. 6

The route shield and cardinal direction should be located on the upper left of the sign panel. By relocating the shield and cardinal direction the slant arrow can be increased in size and more noticeable to the traveling public.

Item 4 - Sign No. 11

The word message NEXT RIGHT should be replaced by RIGHT LANE since there will be signalized intersection between the sign and the Holgate Blvd. exit.

Item 5 - Sign No. 12

NOTED
TOM EDWARDS

The curve arrow should be replaced by a right slanting arrow because the curve arrow indicates a left turn rather than the right turn which is required.

orig to Design 4-9-71
RB

Klaboe

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Item 6 - Sign No. 17

The route shield and cardinal directions are satisfactorily located, however, the sign panel would be more appropriate if it faced 99E southbound traffic instead of the 17th Avenue traffic.

Your comments would be appreciated on the above recommendations.

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	*Title Sheet*

Drg. No's.

27068-27073 Incl.
22478, 23743, 24979
21356, 23836,
S-1-S-5 Incl., S-7, S-7A,
S-8, S-10, S-15, S-16 } *Signing*

2503-Identification Sign

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSE

SIGNING

ROSS ISLAND BR.-S.

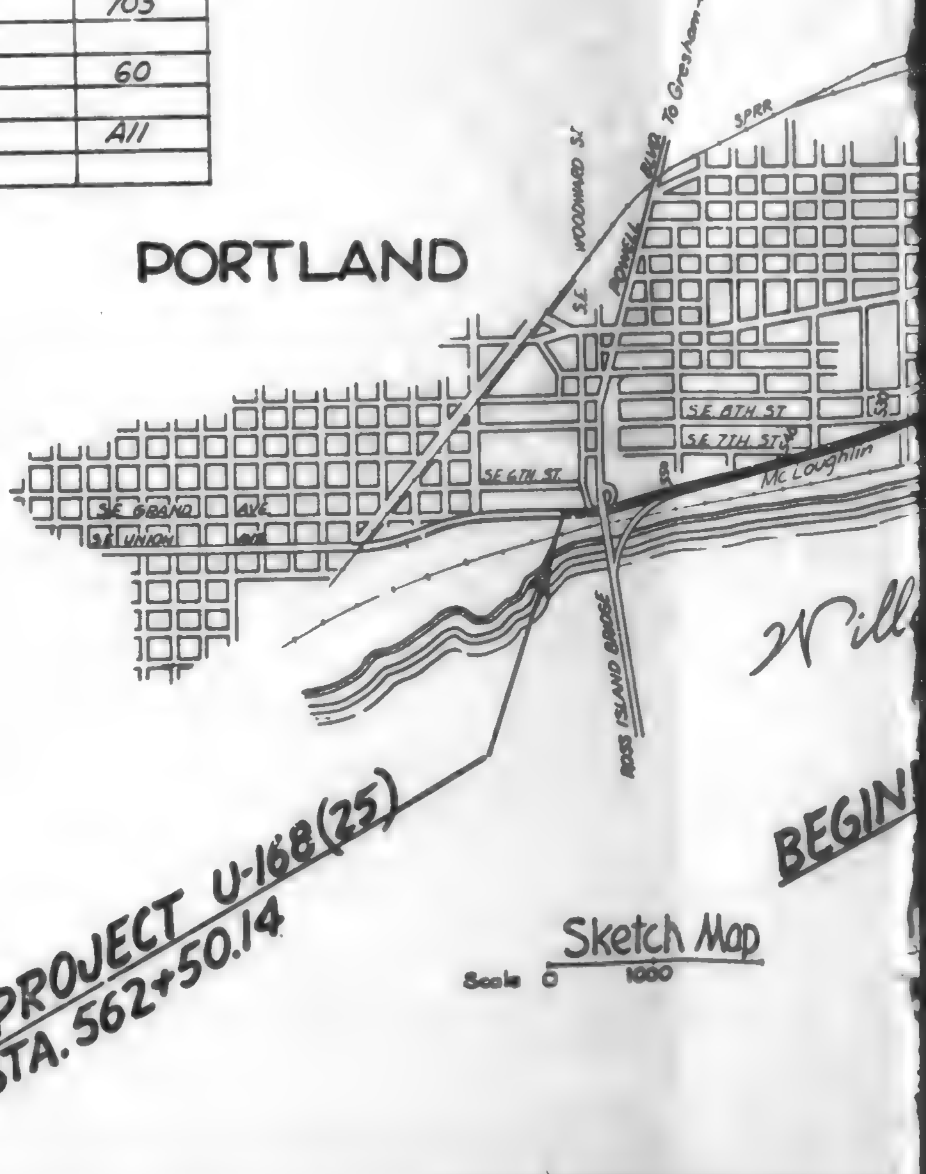
PACIFIC HIGHW

MULTNOMAH C

APRIL, 19

SUMMARY

ITEM	UNIT	NET QUANT.	ALLOW.	TOTAL
Temporary Protection and Direction of Traffic	All	All		All
Removal of Existing Sign Installations	All	All		All
Sign Support Footings	All	All		All
Breakaway Sign Posts	All	All		All
Single Sign Supports	All	All		All
Contilever Sign Structure, Sta. 535+50 Lt.	All	All		All
" " " , *Sta. 535+50 Rt.*	All	All		All
" " " , *Sta. 508+00 Lt.*	All	All		All
X *Revision & Reinstallation , Existing Signs*	All	All		All
/ *Type "AA" Signs in Place*	Sq.Ft.	703		703
Type "R" Signs in Place	Sq.Ft.	60		60
Sign Illumination Equipment	All	All		All


PORTLAND
To Gresham
SPRR
S.E. WOODWARD ST.
POWELL BLVD.
SE 8TH ST.
SE 7TH ST.
McLoughlin
SE 6TH ST.
SE GRAND AVE.
SE UNION AVE.
ROSS ISLAND BRIDGE
Will
BEGIN
END OF PROJECT U-168(25)
STA. 562+50.14

Sketch Map

Scale 0 1000

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

SIGNING

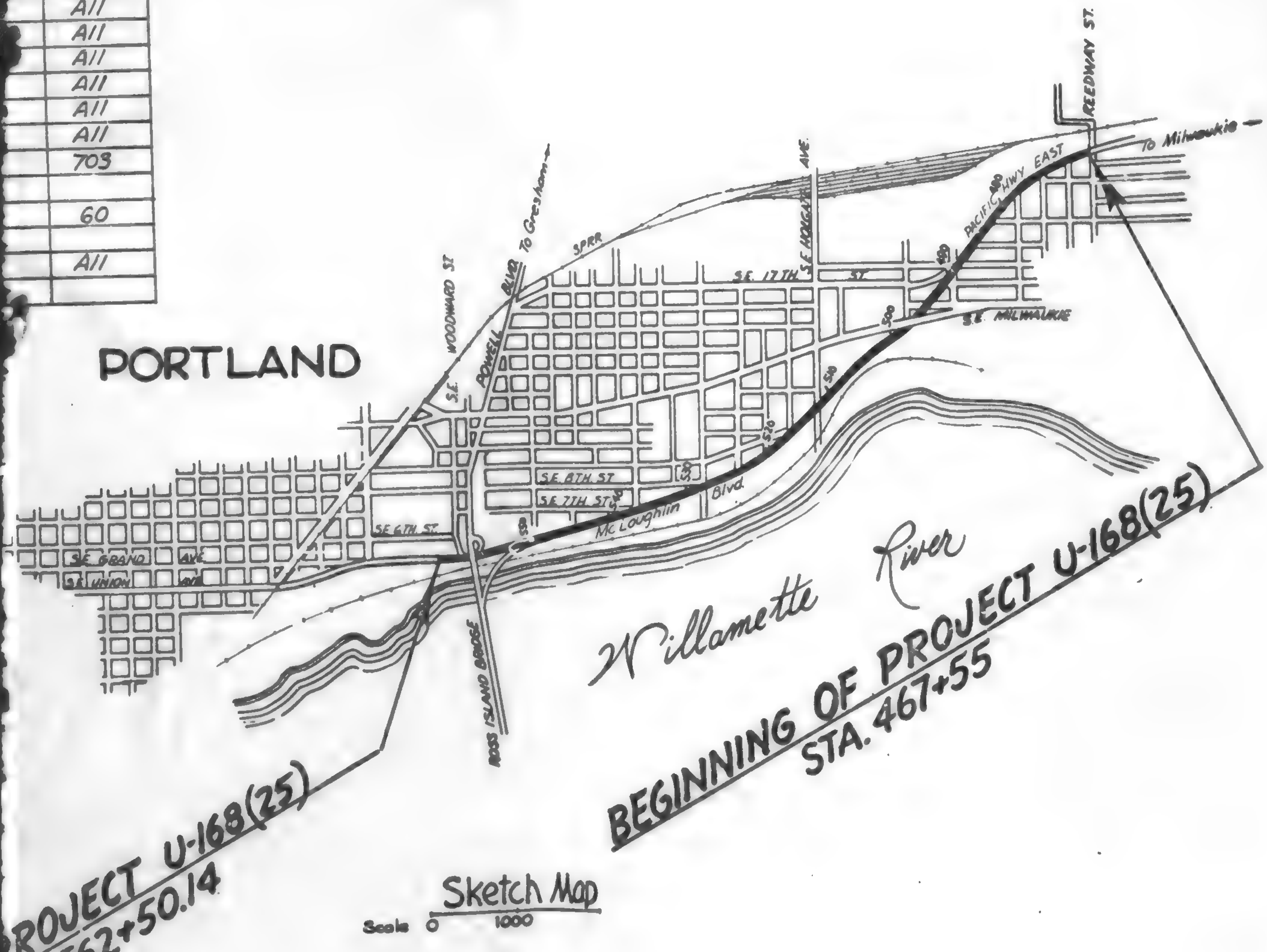
SS ISLAND BR.-S.E. REEDWAY ST. SEC.

PACIFIC HIGHWAY EAST

MULTNOMAH COUNTY

APRIL, 1971

W.	TOTAL
	All
	All
	All
	All
	All
	All
	All
	All
	All
	703
	60
	All


PORTLAND
REEDWAY ST.
To Milwaukie
PACIFIC HWY EAST
To Gresham
SPRR
S.E. HOLGATE AVE.
S.E. WOODWARD ST.
S.E. POWELL BLVD.
S.E. 17TH ST.
S.E. MILWAUKIE
S.E. 8TH ST.
S.E. 7TH ST.
S.E. 6TH ST.
S.E. GRAND AVE.
S.E. UNION AVE.
McLoughlin Blvd.
ROSS ISLAND BRIDGE
Willamette River
480
490
500
510
520
530
540
550
BEGINNING OF PROJECT U-168(25)
STA. 467+55
PROJECT U-168(25)
TA. 562+50.14

Sketch Map

Scale 0 1000

STATE HIGHWAY COMMISSIO

Glenn L. Jackson Chairman
Fred W. Hill Commissio
Thaddeus B. Bruno Commissio

OREGON

Y DIVISION

POSED PROJECT

IING

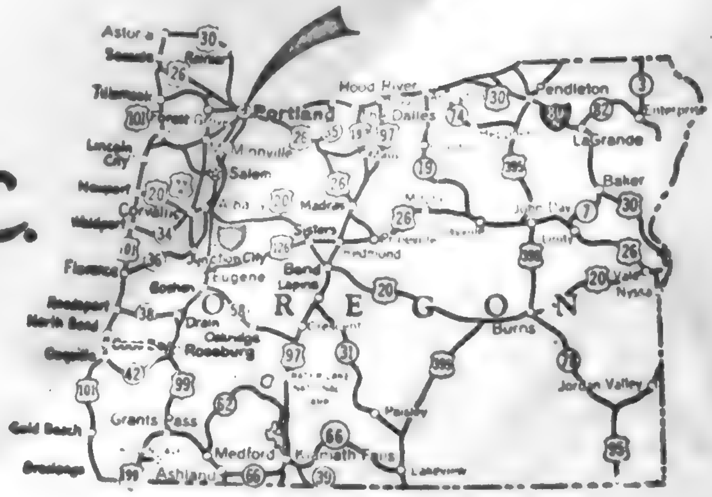
S.E REEDWAY ST. SEC.

HWAY EAST

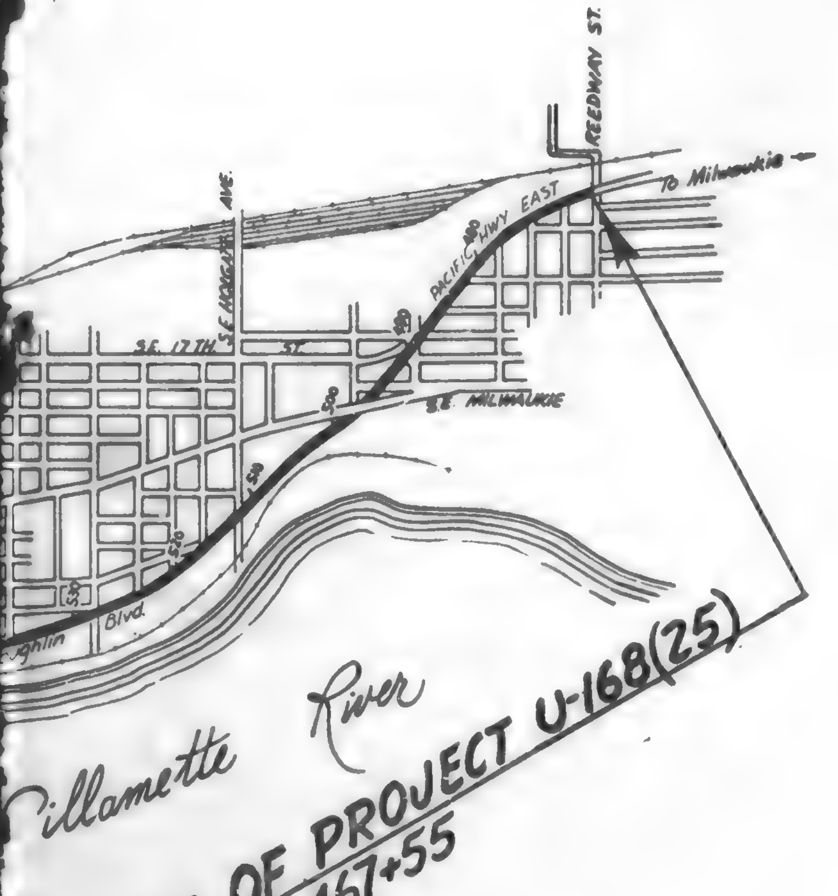
H COUNTY

L., 1971

ROSS ISLAND BR.-S.E. REEDWAY ST. SEC. PACIFIC HIGHWAY EAST MULTNOMAH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	U-168(25)		See Index



Astoria
Seaside
Rainier
Tillamook
Forest Grove
Portland
Hood River
The Dalles
Pendleton
Enterprise
Lincoln City
McMinnville
Salem
LaGrande
Newport
Corvallis
Albany
Madras
Baker
Waldport
Sisters
Redmond
Prineville
John Day
Florence
Junction City
Eugene
Bend
Vale
Nyssa
Reedsport
North Bend
Coos Bay
Goshen
Drain
Roseburg
Burns
OREGON
Jordan Valley
Coquille
Grants Pass
Medford
Klamath Falls
Lakeview
Gold Beach
Brookings
Ashland
30
26
101
97
20
395



REEDWAY ST.
To Milwaukie
PACIFIC HWY EAST
S.E. HOLGATE AVE.
S.E. 17TH ST.
S.E. MILWAUKIE
ughlin Blvd.
Willamette River
EGINNING OF PROJECT U-168(25)
STA. 467+55

TOM EDWARDS

Tom Edwards
Deputy STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	
APPROVED:	
DISTRICT ENGINEER	DATE

REV.

3-8-71

TRANSACTION NUMBER 3-25

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	3-8-71
BY (Signature)	MR. YOUNG'S FEBRUARY 24, 1971 LETTER
TITLE	PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 160 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
160	U-168(25)	1.80	40,000	25,400	ROSS ISLAND BRIDGE-SE REEDWAY STREET SECTION (PORTLAND)	INSTALL TRAFFIC SIGNS

NOTED
F. B. KLABOE

Klaboe
CY to dw 3-10-71

Young 3-10-71

RECEIVED
MAR 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

RECEIVED
MAR 11 1971
FOR ...

U-168(25)
7624

RECOMMENDED
SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
3-8-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 4 - 1971
FOR FILING

U-168(25)
7624

February 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Federal-Aid Urban Project, Item No. 160, Project No. U-168(25), Ross Island Bridge-S.E. Randway Street Section, which we desire to have included in the Federal-Aid Urban Highway Program.

The permanent signing to be accomplished under this project was to have been done with State forces under Project U-168(24), Ross Island Bridge-S.E. Randway Street Section, which is presently under construction. As work progressed on the signing plans it became apparent that the original signing concept was inadequate. The present signing plan is of a magnitude and scope that it lends itself to competitive bidding and is being programmed as a separate project as stated in the first paragraph. It is therefore our present intention to receive bids for this project April 29, 1971.

State Clearinghouse and District 2 Clearinghouse (CRAG) approvals received March 3, 1970 and April 17, 1970 respectively, for Projects U-168(23) and U-168(24), are considered to have included this project.

FHWA memorandum of March 10, 1969 granted design approval for Project U-168(24), which design included the permanent signing as an integral part of the overall improvement. Thereby this project is considered to have been covered by that design approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:ob

Budget Bureau No. 41-R2067; App

U.S. DEP

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W. O.	

FORM PR-1
(REV. 4-61)

2-24-71

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	US 99E Jct. Mt. Hood Hwy., S. 1.8 Mi.		40,000	62,000	91	08	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	PROJECT NUMBER NUMBER
	Traffic Signs								U-	168

CARD 4					
CLASS OF FEDERAL FUNDS	Urban	COUNTY NAME	Multnomah		CODE 051
NAME OF URBAN AREA	Portland	ROUTE NO. P	FEDERAL-AID 26	STATE 1E	U.S. 99E

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		US 99E Jct. Mt. Hood Hwy., S. 1.8 Mi. (Ross Island Br.-S.E. Reedway St. Section)					
5					ROW							
5					CONST (CODE) Y002			1.80	40,000	25,400	14,600	

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.80	40,000	25,400	14,600	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

Additional Data: Items 156 and 1
U-168(23) and U-168(24) respectiv

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

N NO.

.C.

FORM PR-1
(REV. 4-61)

2-24-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	US 99E Jct. Mt. Hood Hwy., S. 1.8 Mi.	ADT	40,000	62,000	91	08	Oregon	35	032	160

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
ffic Signs								U-	168	(25)	

ERAL FUNDS: Urban

N AREA: Portland

COUNTY NAME: Multnomah — CODE 051

ROUTE NO. P — FEDERAL-AID: 26 — STATE: 1E — U.S.: 99E

PROGRAM STAGE: ☐ 1 OR ☒ 2

CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		PE		US 99E Jct. Mt. Hood Hwy., S. 1.8 Mi.						Install traffic signs.
		ROW		(Ross Island Br.-S.E. Reedway St. Section)						
		CONST (CODE) Y002			1.80	40,000	25,400	14,600		ROW-120' min.; Access Control-Part. Park. Restrictions-Complete.
EPARED BY				PROJECT TOTALS	1.80	40,000	25,400	14,600		

OGRAM APPROVAL DATES

REMARKS

Additional Data: Items 156 and 159; Projects U-168(23) and U-168(24) respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

ROSS ISLAND BR.-S.E. REEDWAY ST. SECTION

PROJECT U-168(25)

REMARKS - Continued

The proposed work consists of the installation of traffic guide and control signs throughout the length of the project.

Unusual Situation: The proposed work was to have been done with State forces under Project U-168(24). As work progressed on the signing plans it became apparent that the original signing concept was inadequate. The present signing plan is of a magnitude and scope that it lends itself to competitive bidding.

Clearinghouse Approvals: State Clearinghouse and District 2 Clearinghouse (CRAG) approvals received March 5, 1970 and April 17, 1970 respectively, for Projects U-168(23) and U-168(24), are considered to have included this project.

Design Approval: FHWA memorandum of March 10, 1969 granted design approval for Project U-168(24), which design included the permanent signing as an integral part of the overall improvement, whereby this project is considered to have been covered by that design approval.

RECEIVED
FEB 12 1971 (REV. 10-69)

FOR FILING

11-168 (25)
7624

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 11, 1971

SUBJECT:
Proposed Sign Contract
Ross Island Bridge-
Reedway Section
Pacific Highway East
Portland

To: L. H. Young
Program & Planning Engineer

BUILDING

Originally, it was planned to do the signing on the above project with State Forces. However, the signing is of such a magnitude that is is believed best to contract the installation as a separate contract. The estimated cost of the work is $40,000.

Will you please care for the programming of this work as a Federal Aid Project.

L. E. George

L. E. George
Operations Engineer

VPJ:pb

cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
FEB 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*82478-734

RECEIVED [illegible] 1972

5

STATE COPY

cc: Area Engr Christianson
OSHD (A E Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

12-19-72

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration cst
Bureau of Public Roads

7625

REGION NO. 10	REPORT NO. 7	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 12/19/72	REPORT MADE BY D. L. Noyes, Highway Engineer Trainee		PROJECT NO. I-205-7(21)316
COMPLETION DATE 5/20/72	ACCEPTANCE DATE BY CONTRACT AGENCY 5/26/72	TIME ELAPSED 94 %	CONTRACT TIME 100
APPROVED EXTENSIONS 47 days	LOCATION I-205, UPRR to Columbia River (Portland)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON

COPY SENT
DEC 29 1972
REGION OFFICE

cy Const Young 1-5-73

MARINE DRIVE-HOLMAN STREET SECTION
EAST PORTLAND FREEWAY
Clearing, Building Demolition, and Topsoil Excavation

This project provided for clearing, building demolition, drainage, and the stripping of topsoil to be stockpiled for future use.

Environmental interests have curtailed the original scope of this project. The modified project deleted items of work related to a proposed hydraulic embankment.

The materials and workmanship of the modified project were in substantial conformance with approved plans and specifications. All the required supporting documents have been submitted.

The final cost of the project including engineering and contingencies was $153,102.68 for an underrun of 18.8%. Documentation included in the project file adequately justify the underrun of this project. There were no other significant overruns or underruns on contract items performed.

Acceptance of this project is recommended.

F. B. [illegible]

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE /s/ P. E. O'Neil for C. T. Christianson	SIGNATURE G. L. Green G L Green
TITLE Area Engineer	TITLE Division Engineer
DATE 12-22-72	DATE 12/29/72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

RECEIVED
NOV 21 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7625

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 20, 1972

TO ~~G. L. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-205-7(21)316

FROM

ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7625 Work Completed May 20, 1972

Project N.E. Marine Dr. - N.E. Holman St.

Highway East Portland Freeway

County Multnomah

Acceptance: State Highway Commission August 18, 1972

Federal Highway Administration May 26, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

JK:dgk

cc: V. E. Skoog

RECEIVED
1-1972
FOR FILING

7625

5

September 1, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On August 31, 1972, we wrote to you concerning release of final payment on Contract No. 7625 awarded to Gibbons and Reed Company for work on the N.E. Marine Drive-N.E. Holman Street Section of the East Portland Freeway in Multnomah County.

Final payment on this contract is $1,271.70 and the total contract amount is $136,874.20, including $3,313.43 for work performed under force account.

Very truly yours,

C. W. Enna, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Gibbons and Reed Company
P. O. Box 13308
Portland, Oregon 97213

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn John Kerr
L. W. Rulien

RECEIVED
AUG 22 1972
FOR FILING

7625

S

August 21, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

Contract No. 7625 awarded to Gibbons and Reed Company for work on N.E. Marine Drive-N.E. Holman Street Section of East Portland Freeway in Multnomah County was completed on May 30, 1972, and accepted by the Highway Commission on August 18, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 28, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Gibbons and Reed Company
P. O. Box 11308
Portland, Oregon 97211

C. T. Massey
Walt Hart
V. E. Hoeg
Attn: John Herr
L. W. Ballien

5

RECEIVED
AUG 22 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 18, 1972**

TO Oregon State Highway Commission

7625

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7625 Work Completed May 20, 1972

Project N. E. Marine Drive-N. E. Holman St.

Highway East Portland Freeway County Multnomah

Type of Work Building Demolition and Topsoil Excavation

Contractor Gibbons and Reed Company

Recommended Acceptance Date August 18, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
JUN 19 1972

STATE COPY

FORM PR-33 cc: OSHD (A E Johnson)
(REV. 3-68)
Region
Wash DC

5-26-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

est

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 10	Report No. 6	County Multnomah	Division Oregon
Date of Inspection 5/26/72	Inspection Made By C. T. Christianson, Area Engineer		Project No. I-205-7(21)316
In Company With Vern Butzer, Res Engr, OSHD; Scott Coulter, Metro Engr, OSHD; Walt Gamble, Gibbons and Reed Construction Co.			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 94 %	Work Completed 100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

COPY S...

*(*Not applicable for all Contracts.)*

Cy Const Bridge 6-16-72

JUN 13 1972
REGIONAL OFFICE

MARINE DRIVE-HOLMAN STREET SECTION
EAST PORTLAND FREEWAY
Clearing, Building Demolition and Topsoil Excavation

As explained in previous reports, the complications involved in the hydraulic embankment that was to have been performed in cooperation with the Port of Portland resulted in that portion of the project not being performed. This caused a situation that would not allow completion of the work under this contract since there was no embankment upon which to place and spread the topsoil as called for under the contract. Drainage installations had to be modified in order to function satisfactorily until the embankment can be placed on top of the facilities. It also became necessary to perform shaping and finishing work and additional seeding, for dust and sand blow control, of the cleared area as well as the topsoil stockpiles.

All of the work, including shaping to a neat maintainable condition, has now been completed at a final estimated cost of $134,602.58 representing a contract underrun of 18 percent. There were no significant overruns or underruns on contract items performed and the hydraulic embankment that was not performed represents a deletion of $550,000 from the total project cost. The cost will ultimately be applied to the embankment at this location.

Price Agreement No. 2 contains the modification to this contract due to complications in implementing the hydraulic fill and represents a credit to the project of approximately $21,400. Materials and workmanship are considered satisfactory. The materials records, EEO reporting, and labor compliance documentation are considered evidence of compliance with the contract and the project is considered acceptable in its current condition. It is recommended that the project be accepted and the contractor released from further obligation.

6-15-72
REFERRED TO
AC
CC Young

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
JUN 13 1972
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

7625

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

cy Consts
Young
6-8-72

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT
Request Contract Work Completed
Federal-aid Project
No. I-205-7(21)316

6-8-72
REFERRED TO
Johnson
~~Young~~

Contract 7625, Work Completed May 20, 1972

Project N.E. Marine Drive-N.E. Holman St.

Highway East Portland Freeway

County Multnomah

NOTED
A. E. JOHNSON

OREGON DIVISION
MAY 31 1972
RECEIVED

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 5-26-72 (Final Inspection)

Conditions Not Acceptable: None

R. E. Simpson
Division Engineer

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

VG:dg
bc Tom Edwards
L. H. Young

7625

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: N. E. Marine Dr. - N. E. Holman St.

WEEK ENDING: May 26,1972

SECTION PREFIX: 626-1044

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: N. E. Marine Dr. - N. E. Holman St.

KIND OF WORK: Building Demolition & Topsoil Excavation

CONTRACTOR: Gibbons & Reed Co.

CONTRACT NUMBER: 7625

FEDERAL AID PROJECT NUMBER: I-205-7(21)316

DATE OF CONTRACT: August 3,1971

DATE WORK STARTED: August 30,1971

ESTIMATED COMPLETION DATE: -

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: C 6/15/72 A 10/15/71 B 11/15/71

PERCENT OF TIME ELAPSED: 94%

PROJECT AUTHORIZATION: $ 818,751.60

EXCLUSIVE OF ENGINEERING: $ 753,829.56

ENGINEERING AUTHORIZATION: $ 64,923.12

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100% ~~99.6%~~

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 134,602.58

ENGINEERING COST TO DATE: $ 18,133.22

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 19%

ESTIMATED PERCENT: UNDERRUN 82.2 %

PERCENT OF AUTHORIZATION: 28 %

DATE PROJECT WAS COMPLETED: A 9/21/71 B 12/17/71 C 5/20/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Topsoil Stockpile	Topsoil Placing
100 Demo 100	100					100	0

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	72,000 CY	35,000 CY			
TOTAL QUANTITIES CORRECTED TO DATE	72,619 CY	0			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	72,619 CY	0			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	-			
MONDAY 22	Showers			
TUESDAY 23	Showers & Cloudy			
WEDNESDAY 24	Cloudy			
THURSDAY 25	Fair			
FRIDAY	Fair			
SATURDAY	-			

RECEIVED
MAY 30 1972
CONSTRUCTION SECTION

Routing
Keasey
Bond
Walker
Johnson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY May 20	Fence subcontractor completed four foot stretch of fence. This completes contract bid items.

REMARKS

Cliff Christianson of FHWA, H. S. Coulter, Metropolitan Engineer, Walt Gamble representing contractor and Vernon Butzer, Resident Engineer made final inspection Friday, May 26, 1972.

Semi final will be submitted next week.

This is final weekly report.

Constr. (2) ✓
FHWA
Div.
Files

SIGNED Vernon F. Butzer LOCATION
Vernon F. Butzer, Res. Eng'r Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
MAY 30 1972
FOR FILIN

7625

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 26, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-205-7(21)316

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7625 , Extra Work Order No. 3

Project N.E. Marine Dr.-N.E. Holman St.

Highway East Portland Freeway

County Multnomah

The Order covers shaping and repairing topsoil stockpiled for future use over the hydraulic embankment and other areas. This work is necessary to provide proper drainage and improve their appearance.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 11, 1972.

Your approval as of May 11, 1972 is requested.

JK:bb
Attachments

RECEIVED
FEB 15 1972
FOR FILING

I-205-7(21)316

7625

#2

January 13, 1972

Gibbons and Reed Company
P. O. Box 13388
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting on January 11, 1972, considered your request for a 47-day extension of time to January 1, 1972 on Phase "B" of Contract No. 7625 for work on the N.E. Marine Drive-N.E. Holman Street Section of the East Portland Freeway in Multnomah County.

In light of the available facts and the provisions of the contract, the Commission granted you an extension of 45 days to December 31, 1971, on Phase "B" of the above contract without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

bc F. D. Morgan
V. E. Shaug
H. S. Coulter
Vernon Betzer
Federal Highway Administration

RECEIVED
DEC 2
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-205-7(21)316

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7625

DATE: December 9, 1971

In reply refer to: 08-35-A6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(21)316
N. E. Marine Drive - N. E. Holman Street Section
East Portland Freeway
Time Extension - Contract 7625

I concur in extension of the phase "B" completion date to December 31, 1971, as requested by Mr. Johnson in his December 6, 1971, letter. This concurrence is based on the reasons stated.

The rushed scheduling was promoted, and received Federal concurrence, because of the projected dredging schedule that would result in a considerable monetary savings. Subsequent events have changed that schedule, however, the delayed right of entry on properties is beyond the contractor's control.

NOTED
TOM EDWARDS

Klaboe
Discuss done

cy Johnston
Young
12-14

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 29, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 84 days to 130 days, within which to complete our Contract No. 7625, without the assessment of liquidated damages. The said contract is described as follows: East Portland Freeway Building Demolition & Topsoil Excav., N.E. Marine Dr.-N.E. Holman St.- Multnomah County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Numerous delays in acquisition of property for clearing and demolition,

as described in our letter of November 24, 1971.

Respectfully submitted,

GIBBONS AND REED COMPANY
Contractor

By
R.E. Westermann, Northwest District Manager

CONSENT OF SURETY

Date November 29, 1971

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

(SEAL)

James F. Darby
Resident Agent James F. Darby

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7625 Contractor Gibbons and Reed Company

Highway East Portland Freeway

Section N.E. Marine Drive-N.E. Holman St.

Kind of Work Building Demolition and Topsoil Excavation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend extension of Phase "B" specified completion date to December 31, 1971 due to late availability of several parcels with buildings to be removed under the contract.

Recommended for Approval:

R. L. Schroeder
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Asst. State Highway Engineer

Contract No.	7625
Project designation (State-Federal)	I-205-7(21)316
Date awarded	August 3, 1971
Work started	August 30, 1971
Per cent completed	85% as of 11-26-71 (Date)
No. of Workdays Allowed	to 11-15-71 on Phase "B"
No. of Workdays Used	Not complete
No. of Added Workdays Requested	47

SP*6600-734

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 2, 1971

SUBJECT: N.E. Marine Dr.-N.E. Holman St. Section
Contract No. 7625
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Gibbons and Reed Company has requested a 47-day (to January 1, 1972) extension of the Phase "B" completion time on this project. This project as contracted called for a tight three-phase completion by specified dates. The first phase, "A", requiring excavation and stockpiling of topsoil, was completed ahead of the October 15 date specified.

Phase "B" about which we are concerned here required that all clearing and grubbing, building removal and culvert work north of Holman Street be completed by November 15, 1971. This was the area where the hydraulic fill was to have been placed but which has now been delayed.

The project was awarded August 3, 1971. The plans show dates on at least nine parcels in the Phase "B" area on which the properties could be occupied. These dates run all the way from September 25 to October 27. These were all properties on which there was building demolition work, and involved all such work to be done in the Phase "B" area. At least four of the properties were not made available to the contractor until later dates. Delays up to 41 days have been imposed with the last property made available on November 15, which happened to be the specified completion date for all the Phase "B" work.

The Phase "B" or demolition work is now about 85 percent complete. We concur with the Region's recommendation of a 45-day extension to December 31 which should easily be adequate to eliminate any liquidated damages on Phase "B". These damages are accruing at the rate of $200 per day. Since the dredged fill work has not proceeded as originally hoped, we can point to no overall loss or delay to the State.

Mr. A. E. Johnson
December 2, 1971
Page 2

Ordinarily, the Federal Highway Administration does not concur in late availability of right of way. Due to the extremely close timing set up on this project, I find that we probably can secure their concurrence in the requested extension in this case.

Since liquidated damages are already being deducted, I would recommend getting phone approval from the Highway Commission if we get a prompt concurrence from the Federal Highway Administration.

Rough draft letters to both are enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
DEC 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CONTRACTORS

GIBBONS & REED COMPANY

General Office — Salt Lake City, Utah

REPLY TO:
6405 N. E. GLISAN
POST OFFICE BOX 13388
PORTLAND, OREGON 97213
TELEPHONE (503) 234-9681

November 24, 1971

RESIDENT ENGINEER
RECEIVED
NOV 29 1971
Noted

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Vernon F. Butzer, Resident Engineer

Re: N. E. Marine Drive - N. E. Holman
East Portland Freeway
Contract No. 7625
Clearing and Demolition

Gentlemen:

With reference to the special provisions for this contract, Section 108.08 Paragraph (b), we request that additional time be allowed to permit completion by December 31, 1971. We base this request on the substantial delays that have occurred between the dates indicated on the plans, sheets 3D and 3E and the actual dates that the properties were turned over to us for clearing and demolition. These delays are difficult to evduate in terms of actual job progress but what follows is an attempt to delineate these delays.

PROPERTY AVAILABILITY DATES

Owner or Lot Title	Date Specified Available	Date Authorized	Delays	
			Calendar Days	Work Days
Scott	October 1	September 28	-3	-3
Schultze	October 27	October 27	0	0
Buckholz	September 25	November 4	41	29
Hall	October 7	October 18	12	8
No Name	October 5	October 18	(14)	(10)
Voth	October 5	November 15	41	30
Layman	August 30	October 28	(60)	(44)
Port of Portland	August 30	September 28	30	22
Mueller	October 7	September 28	-10	-8
Tebo	August 30	November 15	(78)	(56)

	Owens	October 5	October 13	9	7
	Calcagno	(Extension granted by Contractor)			
*	Bergman	October 7	October 26	(20)	(14)
*	No Name	August 29	September 9	)12)	(9)
*	Ellsworth	October 7	October 18	(12)	(8)
*	Mink Oil	October 7	November 8	(33)	(23)
			Total Delay	349	249
		Deduct properties not seriously delaying operations "()"		152	110
				197	139
		* Deduct properties south of Holman		77	54
		Net days delayed		120	85

These "days delayed" do not represent a measure of actual delay, as it is obvious that more than one property might be worked on at a time. But it gives an indication of the magnitude of the problem. Our request for extension of time amounts to 47 calendar days or 35 work days.

We realize that there were numerous problems facing the Department in the acquisition of these properties and we hope that it can appreciate some of the difficulties we have faced as a result of the delays.

Very truly yours,

GIBBONS AND REED COMPANY

Walter R. Gamble

Walter R. Gamble.

WRG:rlb

RECEIVED
DEC 28 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

Metropolitan Section 5821 N. E. Glisan Portland, Oregon

I-205-7(21)316

7625

December 21, 1971

Mr. Robert Westermann
Gibbons & Reed Construction Co.
6405 N. E. Glisan
Portland, Oregon 97213

NOTED
A. E. JOHNSON

OSHD CONTRACT 7625

We plan to complete all phases of the building demolition and topsoil excavation work on Contract 7625 except Item 10 - excavating and placing of topsoil. The need for performing work on Item 10 - placing topsoil - will depend on whether the Highway Division is able to construct the hydraulic embankment on this section of I-205.

A decision will be made by April 1, 1972, on the deletion of Item 10 - topsoil placement. A Price Agreement will be prepared at that time to document deletion of this phase of the contract. It is my understanding that your firm is agreeable to this and that the deletion of the topsoil placement can be done without any cost to the State.

R. L. SCHROEDER
Metropolitan Engineer

by
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Assistant Metropolitan Engineer

JHV:cw
cc: Vern Butzer
Frank Hall
A. E. Johnson
F. B. Klaboe
F. D. Morgan

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1971
FOR FILING

I-205-7(21)316
7625

December 17, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 2
January 11, 1972 meeting

Gentlemen:

[illegible] and Road Company, contractor on the N. E. Marine Drive-N. E. Holman Street Section (building demolition and topsoil excavation) of the East Portland Freeway in Multnomah County, Contract No. 7625, has requested a 47-day extension to January 1, 1972 of the Phase "B" completion time. The contractor cites numerous delays in acquisition of property for clearing and demolition.

This project was awarded August 3, 1971 and called for a tight three-phase completion by specified dates. The Phase "A" work requiring stripping and stockpiling of topsoil was completed ahead of the October 15 date specified.

Phase "B" about which we are concerned required that all clearing and grubbing, building removal and culvert work north of Holman Street be completed by November 15, 1971. This was the area where a hydraulic fill was to have been placed by a separate contract but which has now been delayed. The plans show dates on nine parcels in the Phase "B" area when properties could be occupied by the contractor. At least four of the properties were not made available to the contractor until later dates. Due to right-of-way difficulties, delays up to 41 days have been imposed with the last property made available on November 15, which happened to be the specified completion date for all the Phase "B" work. All these properties had buildings which were to be removed under the contract.

I recommend an extension of 45 days to December 31, 1971, which should be adequate to eliminate any liquidated damages on Phase "B". These damages are accruing at the rate of $200 per day. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the January 11 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
V. E. Skoog
L. H. Young
R. L. Schroeder

JAB:fw kw

RECEIVED
DEC 21 1971
FOR FILING

I-205-7(21)316
7625

Box 300
Salem OR 97308

December 16, 1971

08-35.1/335.1

449

NOTED
R L PORTER

Mr. Chriss M. Hesse
5746 NE. 105th Avenue
Portland OR 97220

Dear Mr. Hesse:

This will acknowledge your letter of November 29. We appreciate your interests in the highway program.

Every effort is being made to ensure compliance under the terms of the contract for construction of this project.

Thank you for your interest.

Sincerely yours,

Original Signed by
R. E. Simpson

R. E. Simpson
Division Engineer

NOTED
A. E. JOHNSON

Simpson:nig

cc:
Region (08-00.1)
OSHD

NOTED
TOM EDWARDS

RECEIVED
DEC 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Assignment No. 449 AEJ

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 16, 1971

SUBJECT:

To: Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

In accordance with your Assignment No. 449, we have had a field inspection made of the complaint of Mr. Chriss M. Hesse. I am attaching a copy of the report from the Resident Engineer on this project which seems to explain the matter reasonably well.

For your information, this project is practically complete and it is not anticipated that we will have any further problems in this area.

F. D. Morgan
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:fr

Attachment

RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

[illegible]

METROPOLITAN ENGINEER
RECEIVED
DEC 10 1971
ME AME AME MOE MDE MTE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 9, 1971

SUBJECT: NE Marine Dr. - NE Holman St. Sec.
East Portland Freeway
Contract: 7625
CHRISS M. HESSE, SSBG, BIBLE
5746 N.E. 105th Ave.
Portland, Oregon 97220
Mud Complaint

To: Mr. R. L. Schroeder
Metropolitan Engineer
OFFICE

Suggested draft to:
Mr. F. D. Morgan
Construction Engineer
Salem, Ore.

Attention: Mr. John Bond

Mr. Hesse's letter, which does not bear a date, indicates November 8 as the date he spoke with the Contractor's men on the project. On November 1st the contractor worked on demolition and hauling of debris from the project and did not haul again until November 8. During this part of November, considerable activity was taking place on N.E. Holman St. where it joins N.E. 105th Ave. A property owner was having equipment removed from his property which was purchased for Right-of-way and Parkrose Water District was excavating, backfilling and flushing a new 10-inch main at this corner.

N.E. Holman Street and 105th Avenue have considerable traffic due to United Medical Laboratories transactions and when raining, muddy water from demolition and water line work is carried on wheels and fenders of vehicles to N.E. 105th Avenue. Farm vehicles in the area also contribute to the problem.

Due to poor drainage conditions on the westerly side of N.E. 105th Avenue, water containing soil, etc. splashed to the shoulders by vehicles cannot run off and leaves deposits on the shoulders. Flushing of the road way with water would tend to compound rather than alleviate the problem. The contractor has done some hand cleaning with shovels but does not feel a responsibility for all the shoulder dirt and gravels. The easterly shoulder received no complaint from Mr. Hesse but it has better drainage and does not accumulate soiling to as great an extent.

Heard Construction Company, our subcontractor, has agreed to do cleaning for his own operation but does not feel obligated for all soiling of the area. The writer has inspected the roadway and agrees the shoulder is poor for walking but not intolerable.

No other complaints of mud have been received on this project.

Vernon F. Butzer
Vernon F. Butzer, Res. Eng'r

VFB:ls

[illegible]

RECEIVED
DEC 14 1971
FOR FILING

To R. E. Simpson
11-27-71

Edwards

cy Johnson 12-6-71

I-205 7(21)316
7625

FOR: -GIBBONS & REED CONSTRUCTION CO., B. WESTERMANN, PORTLAND
-FEDERAL HIGHWAY ADM., BOX 300, SALEM, ORE., R. E. SIMPSON
-GIBBONS & REED CONSTRUCTION CO., BOX 2429, SALT LAKE CITY
-FEDERAL HIGHWAY ADM., PORTLAND, 97204, R. M. PHILLIP

SUBJECT: -BIDS ACCEPTED FOR HOUSE, METAL WHAREHOUSES, BUILDINGS, -MOVING, RELOCATION, DEMOLISHING
-PUBLIC TROUBLE MAKERS DIRTING 105TH AVENUE
INTERSTATE 205 -1-80 N.E. FREEWAY
VIOLATION AREA: N. E. 105TH AVE. SOUTH OF N. E. HOLMAN STREET

HEARD CONSTRUCTION COMPANY
GIBBONS & REED CONSTRUCTION CO.
3909 N. E. 99TH AVENUE
PORTLAND, OREGON 97220

DEAR MESSRS. HEARD & W. HEARD & REGGY LOWRY:

YOUR SINFUL BEHAVIOR DIRT ON 105TH AVENUE HAS LIABLED THE OREGON STATE HIGHWAY DIVISION AND THE FEDERAL HIGHWAY ADMINISTRATION. ON NOV. 8, 1971, A STRONG SUGGESTION ABOUT THE CONDITION OF 105TH AVENUE WAS HEARD BUT SEEMED TO FALL ON CLOSED EARS. NOTHING HAS BEEN DONE. WE TAXPAYERS ARE NOT TO BEAR CLEANUP EXPENSE OF YOUR MESS.

"FOR THE WAGES OF SIN IS DEATH: BUT THE GIFT OF GOD IS ETERNAL LIFE THROUGH JESUS CHRIST OUR LORD". ROMANS 6:23 BIBLE

GOD SEES UNCORRECTED SINS AGAINST THE PUBLIC CALLS FOR NO FUTURE CONTRACT AWARDS TO CONTRACTORS RESPONSIBLE. (NO CLEANUP MADE ON 105TH TO DATE). CONTRACTORS AND EMPLOYEES LEAVING SUCH A MESS ARE UNFIT TO USE OUR PUBLIC ROADS. JESUS CHRIST IS YOUR WITNESS.

MEN, WOMEN, CHILDREN, EMPLOYEES, BICYCLES, -PERSONS ENDANGER THEIR LIVES BY WALKING OR CYCLING OUT IN CAR LANES BECAUSE OF MUD, ROCK, GRASS, WEEDS, MUCK ETC. ON THE W. PEDESTRIAN LANE.

"BE NOT DECEIVED: GOD IS NOT MOCKED: FOR WHATSOEVER A MAN SOWETH, THAT SHALL HE ALSO REAP. FOR HE THAT SOWETH TO HIS FLESH SHALL OF THE FLESH REAP CORRUPTION: BUT HE THAT SOWETH TO THE SPIRIT SHALL OF THE SPIRIT REAP LIFE EVERLASTING". GALATIANS 6:7, 8 BIBLE

GOD WOULD HAVE A CLEANUP OF 105TH AVE. BE MADE BY THE CONTRACTORS WHO, ON A RAINY DAY, EARLY IN NOV. TRUCKED OUT OF THE MAYS-CAMPION PLACE ACROSS THE STREET FROM CADET MFG. CO. CLEAN UP THE BRIDGE AND THE WEST SIDE PEDESTRIAN LANE OF 105TH AVE. SOUTHWARD FROM THAT LOCATION.

6125 NE 105TH Nov. 7. 1971

COPIES TO: NEIGHBORS,
TO WHOM CONCERNED,
FEDERAL & STATE

SINCERELY YOURS,

Chriss M. Hesse "with" Councilors

CHRISS M. HESSE, SSBG, BIBLE
5746 N. E. 105TH AVENUE
PORTLAND, OREGON 97220

Act	Inf		
		Div Eng	
	✓	Eng Coord	
	✓	Dist A	
		Dist B	
		Bridge	
		Planning	
		Rt of Way	

NOTED
TOM EDWARDS

Copy Rullison 12-13-71

C

RECEIVED
DEC 6 - 1971

FOR FILING

I-205-7(21)316
7625

December 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Request for Time Extension
N. E. Marine Drive-N. E.
Holman Street Section
Oregon Project I-205-7(21)316
Contract No. 7625

Gibbons and Reed Company has requested a 47-day (to January 1, 1972) extension of the Phase "B" completion time on this project. This project, as contracted, called for a tight three-phase completion by specified dates. The first phase, "A", requiring excavation and stockpiling of topsoil, was completed ahead of the October 15 date specified.

Phase "B" required that all clearing and grubbing, building removal, and culvert work north of Holman Street be completed by November 15, 1971. This was the area where the hydraulic fill was to have been placed but which has now been delayed.

The project was awarded August 3, 1971. The plans show dates on at least nine parcels in the Phase "B" area when the properties could be occupied, which run all the way from September 25 to October 27. These were all properties on which there was building demolition work, and involved all such work to be done in the Phase "B" area. At least four of the properties were not made available to the contractor until later dates. Delays up to 41 days have been imposed with the last property made available on November 15, which happened to be the specified completion date for all the Phase "B" work.

The delay of part of the work into poorer weather makes for slower progress toward completion now. We therefore seek your concurrence in an extension of Phase "B" completion date to December 31, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
T om Edwards
F. D. Morgan
L. H. Young
R. L. Schroeder

JAB:fw ja

RECEIVED
DEC 3 1971
FOR FILING

OCT 20 1971
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Asst.
Auditor
Licenses
Fish Culture
Research
Eng.
Water Res.
Info-Ed.
Surname

NOTED
F. B. KLABOE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-205-7(21)316
7625

October 19, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Hall
A. Olson
Terpin
[illegible]
Swenson
R. Olson
Trout

RECEIVED
OCT 26 1971
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting November 18, 1971:

1 Olds Ferry-North Fork Jacobsen Gulch Section
Old Oregon Trail Highway, Malheur County

2 streams involved see comments to Land Board

2 N. E. Marine Drive-N. E. Holman Street Section
East Portland Freeway Highway, Multnomah County

No Problem Approve

3 Sawyer Rapids and Elkton Slide Sections
Umpqua Highway, Douglas County

plans indicate no encroachment the stream. Approve

cc's sent 12/2/71
F. B. Klaboe
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
R. L. Schroeder (2)
C. T. Keasey (2)
H. S. Coulter (2)

Your special attention and recommendations will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer

RECEIVED
DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

S.H.R. 10-21-70
Attach

Dear Frank
#2 & #3 indicate no stream conflicts
#1 see attached SHR to Land Board re: project.

2.

NOV 30 1971

OCT 20 1971

[illegible]

1859

DIVISION OF STATE LANDS

OFFICE OF THE DIRECTOR

502 WINTER STREET NE. • SALEM, OREGON • 97310 • Phone 378-3805

RECEIVED
OCT 22 1971
DIVISION OF STATE LANDS

12-21-71

October 5, 1971

OREGON STATE LAND BOARD

TOM McCALL
Governor

CLAY MYERS
Secretary of State

ROBERT STRAUB
State Treasurer

WILLIAM S. COX
Director

MEMORANDUM

TO: Natural Resource Agencies

FROM: Division of State Lands

SUBJECT: Highway Division Removal & Fill Permit

Attached is another removal and fill permit application for a State Highway Project. These applications have not been filled out completely because not all of the information is known at this time. The applications are being circulated to the agencies now so that agency recommendations (ie. time of removal/fill; method of removal/fill) can be incorporated into the permit application.

The actual permit will ultimately be issued to the successful bidder, but, prior to issuance, the completed application will be recirculated to agencies for final comment. In the meantime, the Highway Division wishes to know what general requirements will be necessary so that the bidders have the best information available on what will be required of them.

We wish to emphasize that our document to Highway will constitute preliminary approval of the general project only. More specific comments will be sought after the successful bidder is known and those recommendations incorporated in the final form permit, possibly a few months from now.

S.N.R. 10-21-71

The project is located above the reach of anadromous fish but we are still interested in maintaining good water quality in the streams for the resident fish that utilize that stretch of stream system. Disturbance to stream & minimum channel changes should have a high priority. Construction work should be done during low water period.

Burt Carnegie Fish Commission

RECEIVED
OCT 29 1971
FOR FILING

Salem, Oregon
October 13, 1971

MEMO TO THE FILES

I-205-7(21)316
7625

RE: Estimated Price for Dredge Embankment
N.E. Marine Drive-N.E. Holman St. Section
I-205
Multnomah County

Our current price estimate for dredge fill material on I-205 by the Portland Airport is $0.60 per cubic yard. The source of material will be located on the southerly side of Government Island about 1-1/2 miles from the embankment area. Should a 15 cents per cubic yard royalty be paid to the State Land Board, it would be paid separately by the Oregon State Highway Division. An appraisal of the dredge operation was made by Western Pacific, Division of Willamette-Western Corp., working under the Port of Portland's dredging permit and using one booster pump in the line. Their estimate confirms our $0.60 per cubic yard price. They could do the job within the time limitations.

This estimate revises theprice of $0.80 per cubic yard given the first of October when a recent dredging contract for the State of Washington was evaluated. The contract price for dredge material was $0.70 per cubic yard. A booster pump would be required in addition to their regular equipment because of the increase in pipe length at our location. The booster pump costs $0.10 per cubic yard to operate.

An earlier estimate of $0.40 per cubic yard was given for dredging done by the Port of Portland.

Edgar L. Johnsen
Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:fw

cc F. B. Klaboe
F. D. Morgan

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1971
FORM 2-20 (REV. 10-69)
FOR FILING

I-205-2(21)216
7085

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 6, 1971

SUBJECT: Dredging Contract
Marine Drive-Holman Street
I-205 Freeway

To: Frank Hall
Design Engineer
State Highway Building
Salem

NOTED
F. B. KLABOE

Transmitted are an 1"-100' plan, typical sections and a cost estimate for hydraulic embankment contract on I-205 freeway.

The material will come from the beach on the south side of Government Island. The Port of Portland has a permit to remove material from this area. Mr. Adam Heineman is transmitting the necessary document to this office. This should include a permit for a conduit through the Marine Drive dike.

The embankment should be made according to the contour map prepared by our design section. The typical sections show that the topsoil has been removed by our present contractor. A ditch will be required including a pipe battery under NE Holman to carry the dredging water into Columbia Slough.

A meeting was held with Mr. Leo White, Multnomah Drainage District, to discuss disposal of the water from the dredging operation. Attached is a copy of a memo on this subject indicating that they are agreeable to handling the water.

I discussed the present contract with Gibbons & Reed. Contracting the dredging work will not create any problems for the present contractor. I did assure them that all dredged material would be in place by May 1, 1972 or we would consider renegotiating the unit price for placing the topsoil.

Mr. John Day called concerning specification for this project. At the moment he is satisfied with what information we have.

R. L. Schroeder
Metropolitan Engineer

By: J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JHV:pb
Encs

cc:		
cc:	Don Harwell	F. D. Morgan
	✓F. B. Klaboe	John Day
	Vern Butzer	K. D. Limbocker

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 6, 1971

To: Memo To The Files

SUBJECT: Multnomah Co. Drainage Dist. #1
Marine Drive-Columbia Slough
Dredging Project
East Portland Freeway I-205
Multnomah County

Hal Versteeg and I met with Leo White, Superintendent of Multnomah County Drainage District No. 1 at 2:00 PM, October 5, 1971 at the Drainage District office. Purpose of the meeting was to discuss conditions for an agreemnnt between the District and OSHD for disposal of excess water from proposed dredging operations, on subject project, via Drainage District facilities.

Under things to be done by the State the following conditions were discussed:

1. Construction of an outfall ditch for delivery of water into Columbia Slough without causing damage to the banks or present slough alignment. A pipe at the outfall end or open ditch with rip rapped slope at outfall end were mentioned.
2. Bank of slough at outfall to be reconstructed upon completion of State's contract if necessary.
3. District to be held harmless from any claims resulting from OSHD operations. Mentioned were (a) washout of dike and resulting flooding or seepage onto adjacent property; (b) Property owners adjacent to Columbia Slough Channel have rights to use of the slough for various purposes. Dirty or contaminated waters could result in objections.
4. State agrees to reimburse District $0.01/10,000 gallons to dispose of water.

Things to be done by District:

1. Dispose of waters delivered by State into Columbia Slough for $0.01/10,000 gallons.
2. 0.01/10,000 gallons to include cost of maintenance of District facilities.
3. District has option of ordering shutdown of State's operation in case District facilities become overloaded. This could happen if a flooding rain or heavy wet snow and sudden thaw occured.

Mr. White indicated he would have authority, with concurrance of the Attorney for the District, to finalize an agreement. He estimated this could be accomplished in a weeks time.

Volume of water delivered by State will be determined by installation of a weir at the outfall of the ditch or pipe and the daily log of the operation of the dredge.

Jack Hesla

Jack Hesla
Metropolitan Utility Engineer

JH:pb

cc: R. L. Schroeder
T. W. Litchfield

RECEIVED
OCT 1971
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

I-205-7(21)316
HIGHWAY BUILDING • • • SALEM, OREGON • Phone 376-6511 7310
7625

September 30, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. J. C. Verdieck, Superintendent
General Service Department

Re: Pole Line Adjustment
N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway
Multnomah County
Project No. I-205-7(13)300

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 1, 1971, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of August 26, 1971.

Reimbursement for the work performed on and subsequent to August 26, 1971, in the amount of $430.00, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher (2)
V. E. Skoog
R. L. Schroeder w/attach (2)
Vern Butzer "
John Sheldrake "
Jack Hesla "

Note to R. L. Schroeder: Please have a State Force Order prepared and submitted for this work. Prefix No. 625-1044. Return one copy of Est. and sketch with SFO.

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 22 1971

FOR FILING
I-205-7(21)316
7625

September 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7625
Prefix 626-1044
FAP I-205-7(21)316

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 1, covering construction of hydraulic fill by the Port of Portland on the N.E. Marine Drive-N.E. Holman Street Section of the East Portland Freeway in Multnomah County.

This order covers the cost of reimbursing the Port of Portland for their cost in constructing the hydraulic fill.

The estimated cost of this order is $550,000.00 with Federal participation of $495,000.00.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 26, 1971.

Your approval as of August 26, 1971, is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:dl

[illegible]
SEP 14 1971
FOR FILING

H

FORM E-30

I-205-7(21)31

7625

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 8, 1971

SUBJECT: Joint Sewer
Multnomah County
Marine Drive - Division St.
I-205

To: Frank Hall
Design Engineer
Salem

A meeting was held in Robert Nordlander's office at 10:00 a.m., September 10, 1971, to discuss Multnomah County's participation in the cost of a joint sewer on I-205. Mr. Nordlander indicated that the County was very anxious to share in the sewer installation as it would solve many of their problems at a very reasonable cost.

Mr. Nordlander has asked for a cost breakdown by year for budgeting purposes. These cost figures will then be presented to the Multnomah County Commissioners for their approval. It is Mr. Nordlander's intention to fund this project and other storm sewers in Multnomah County by a $20,000,000 bond issue.

This office will work up an annual budget as requested by the County. Should this be submitted for approval before transmitting? If so, please advise.

R. L. Schroeder
Metropolitan Engineer

by

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

NOTED
F.B. KLABOE

JHV:cw
cc: F. B. Klaboe
K. D. Limbocker
F. D. Morgan

RECEIVED
AUG 25 1971
FOR FILING

I-205-7(21) 316
7625

August 23, 1971

Gibbons and Reed Company
P. O. Box 13322
Portland, Oregon 97213

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7625 for work
on the N. E. Marine Drive-
N. E. Holman Street Section
of the East Portland Freeway
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
Robert Schroeder
Vern Butner

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-67	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 3	8-18-71	PROJECT NO. I-205-7(21)316

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 UPRR to Columbia River (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-7-71	0.59
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 177,504	$163,765

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Johnson

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer AUG 18 1971

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. I-205-7(21)316

N.E. MARINE DR.-N.E. HOLMAN ST. SECTION

EAST PORTLAND FREEWAY HIGHWAY, MULTNOMAH COUNTY

Salem, Oregon, August 16, 1971

Project Agreement Estimate.

Type Code 0010
Roadway (Sta. 124+85 to Sta. 156+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,000.00
Clearing and Grubbing	All Required		30,000.00
Removal of Structures and Obstructions	All Required		14,100.00
Ditch Excavation	5,800 cu.yd.	.55	3,190.00
Trench Excavation	1,500 cu.yd.	3.25	4,875.00
Granular Backfill Material	1,200 cu.yd.	9.00	10,800.00
Earth Backfill Material	4,300 cu.yd.	1.15	4,945.00
Obliteration of Roadway	All Required		400.00
Excavating and Stockpiling Topsoil	72,000 cu.yd.	.45	32,400.00
Excavating and Placing Topsoil	35,000 cu.yd.	.61	21,350.00
48-inch Culvert Pipe	840 lin.ft.	16.00	13,440.00
Bedding Material	360 cu.yd.	10.00	3,600.00
Guard Rail, Type 1	50 lin.ft.	3.50	175.00
Type 3 Fence	9,400 lin.ft.	1.47	13,818.00
16' x 48" Single Gate	4 only	395.00	1,580.00
32' x 48" Double Gates	1 only	595.00	595.00
			$156,268.00
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		5,000.00
			$ 5,100.00
	Subtotal		$161,368.00
	10% Engr. & Cont.		16,136.00
	Total		$177,504.00

Length of Roadway - - - - - - - - - - - - 0.590 mile
Cost of Roadway per Mile - - - - - - - $300,854.23

Retained in Program Status

Hydraulic Fill Construction	All Required	$550,000.00
Reshape and Mulch Hydraulic Fill Slopes	All Required	10,000.00
	Subtotal	$560,000.00
	10% Engr. & Cont.	56,000.00
	Total	$616,000.00

Utility Work

Work by P.G.E.	All Required	$ 500.00
Work by Parkrose Water Dist.	All Required	15,000.00
		*$ 15,500.00

*Costs will be charged to Utility Project, No. I-205-7(13)300.

Summary of Funds

Description	Total Cost	Fed. Funds	State Funds
Roadway	$177,504.00	$163,765.00	$13,739.00
Retained in Program	616,000.00	568,321.00	47,679.00
Total	$793,504.00	$732,086.00	$61,418.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7625

Prefix 626-1044

RECEIVED
AUG 1 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-205-7(21)316
7625

August 12, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Fourth Avenue
Portland, Oregon 97204

ATTENTION: Mr. J. W. DeYoung

Re: Additional Power Line Conflicts
N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway
Multnomah County
Project No. I-205-7(21)316

Gentlemen:

Reference is made to our letter of July 20, 1971 which listed certain facilities owned by your company which are in conflict with the construction requirements of this project. Listed below are two poles that you occupy jointly with Portland General Electric Company that were not included in the above letter which will also conflict with our proposed construction and must be adjusted:

1. Power Pole #4576, Map A1212 45' North of Station "AW" 367+70
2. Power Pole #4577, Map A1215 120' South of Station "AW" 367+70

These poles are located on private property, therefore, the cost of their adjustment is reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of the Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and estimated date of completion to Mr. Jack Hesla, 5821 N.E. Glisan Street, Portland, Oregon 97213.

All other provisions of our July 20, 1971 letter remain in full force and effect.

NOTED
A. E. JOHNSON

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
Vern Butzer
Jack Hesla

RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 12 1971
FOR FILE

I-205-7(21)316

7625

August 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 3, 1971, is requested in the award of contract for the N. E. Marine Drive-N. E. Holman Street Section, Project No. I-205-7 (21) 316.

The contractor receiving the award is Gibbons and Reed Co., in the amount of $156,268.00, with Contract No. 7625 assigned. This bid was received on July 29, 1971, and awarded August 3, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

F. H. W. A. Endorsement

Date ____________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:af

RECEIVED
AUG 10 1971
FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

I-205-7(21)316
7625

NOTED

August 5, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. Roger W. Sharp

RE: Additional Power Line Conflicts
N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway
Multnomah County
Project No. I-205-7(21)316

Gentlemen:

Reference is made to our letter of July 20, 1971 which listed certain facilities owned by your company which are in conflict with the construction requirements of this project. Listed below are two poles not included in the above letter which will also conflict with our proposed construction and must be adjusted:

1. Power Pole #4576, Map A1215 45' North of Station "AW" 367+70
2. Power Pole #4577, Map A1215 120' South of Station "AW" 367+70

These poles are located on private property; therefore, the cost of their adjustment is reimbursable. Reimbursement is made pursuant to State policies and procedures and the provisions of the Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provision contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate for the reimbursable work only and include therewith a time schedule for accomplishing the relocation work and estimated date of completion to Mr. Jack Hesla, 5821 N. E. Glisan Street, Portland, Oregon 97213.

All other provisions of our July 20, 1971 letter remain in full force and effect.

Very truly yours,

F. D. Morgan
Construction Engineer

By
for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R.P. Hamilton
R. L. Schroeder
Vern Butzer
Jack Hesla

RECEIVED
AUG 4 - 1971

FOR FILING

I-205-7(21)316

7625

August 3, 1971

Gibbons and Reed Co.
P. O. Box 13388
Portland, Oregon

Gentlemen:

The State Highway Commission on August 2 accepted your proposal on the N. E. Marine Drive-N.E. Holman Street Section of the East Portland Freeway in Multnomah County for the sum of $156,268 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7625.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
Robert Schroeder
Vern Butzer
Wm. Geibel (SAIF)

RECEIVED
JUL 23 1971
FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

I-205-7(21)316

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7625

July 20, 1971

Northwest Natural Gas Company
123 N.W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. John Van Bladeren

Re: Gas Line Conflict
N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway Highway
Multnomah County
Project No. I-205-7(21)316

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

1" Gas Main 160'	"L" 134+90 to "L" 135+65 560' East to 440' East	Pub. R/W
1" Gas Main 110'	"L" 141+15 - "L" 142+00 190' West to 275' West	Pub. R/W

The above conflicts are located on public road right of way and, therefore, their adjustment is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Vern Butzer, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-6938, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Butzer. All inquirires relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
Vern Butzer
Jack Hesla

RECEIVED
JUL 23 1971
UTILITY UNIT

FOR FILING

[illegible]

**OREGON STATE
HIGHWAY DIVISION**

I-205-7(21)316

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7625

July 20, 1971

Park Rose Water District
10424 N.E. Fremont Street
Portland, Oregon 97220

ATTENTION: Mr. Joseph Wagner

Re: Water Facilities Conflict
N.E. Marine Drive-N.E. Holman Street
Section
East Portland Freeway Highway
Multnomah County
Project No. I-205-7(21)316

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted. These conflicts are as follows:

4" Water Main 1150'	"L" 135+00 to "L" 142+10 570' East 285' West	Pub. R/W Co. Rd.
Fire Hydrant	"2" 140+10 25' West	Pub. R/W Co. Rd.

The above conflicts are located on county road right of way. Under the terms of Chapter 272, Oregon Laws 1967, the State can reimburse the cost of relocating these facilities. Reimbursement is made pursuant to State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a cost estimate and sketch map for all the work to be done and include therewith a time schedule for accomplishing the relocation work and the estimated date of completion to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213 at the earliest possible date in order to avoid delay in the construction of this project.

Will you also submit a sketch map or maps showing that portion of your existing facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project. This information will be forwarded through this office to the Director of Permits for the issuance of any necessary permits.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Vern Butzer, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-6938, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Butzer. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By Julius Cartwright

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
Vern Butzer
Jack Hesla

RECEIVED
JUL 23 1971
UTILITY UNIT
FOR FILING

NOTED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-205-7(21)316
7625

July 20, 1971

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

ATTENTION: Mr. Roger W. Sharp

Re: Power Line Conflict
N.E. Marine Drive-N.E. Holman Street
Section
East Portland Freeway Highway
Multnomah County
Project No. I-205-7(21)316

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling nine (9) in number. Eight (8) of the conflicting poles are located on public road right of way and one (1), a service pole, on private property. The object of the service supported by the pole located on private property is to be removed, therefore, the cost of adjusting all the conflicts is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Vern Butzer, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-6938, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Butzer. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highwas construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jackson Cartwright

for T. W. Litchfield
Railroad and Utility Engineer

JMC:al
Enclosures

cc: R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
Vern Butzer
Jack Hesla

LIST OF CONFLICTS

Utility: Portland Gene l Electric Co.
Project: NE Marine Dr - NE Holman St.
Highway: East Portland Freeway I-205
County: Multnomah

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Power Pole #594334	"L" 135+50	440'	East	X		JT with Tel Co.
" " MapA1215 #1196	"L" 136+50	320'	"	"		" " " "
" " MapA1215 1195	"L" 137+50	200'	"	"		" " " "
" " MapA1215 4551	"L" 136+90	50'	West		X	" " " "
" " Map 1225 414	"L" 138+60	85'	East	X		" " " "
" " MapA1215 4552	"L" 138+90	95'	East	X		" " " " Guy Pole
" " No #	"L" 139+55	20'	West	X		JT with Tel Co.
" " Map 1215 1194	"L" 140+50	120'	"	X		" " " "
" " Map 1215 1193	"L" 141+50	225'	"	X		" " " "

RECEIVED
JUL 2 1971
UTILITY UNIT

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

I-205-7(21)316

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

7625

July 20, 1971

Pacific Northwest Bell Telephone Company
421 S. W. Fourth Avenue
Portland, Oregon 97204

ATTENTION: Mr. J. W. DeYoung

Re: Telephone Line Conflict
N.E. Marine Drive-N.E. Holman Street Section
East Portland Freeway Highway
Multnomah County
Project No. I-205-7(21)316

Gentlemen:

Bids will be received by the Oregon State Highway Commission on the above titled highway project on July 29, 1971. Certain facilities owned by your company conflict with the construction requirements of the subject project and must be adjusted.

Attached hereto is a list of conflicts totaling nine (9) in number. Eight (8) of the conflicting poles are located on public road right of way and one (1), a service pole, on private property. The object of the service supported by the pole located on private property, is to be removed, therefore, the cost of adjusting all the conflicts is non-reimbursable under State policies and procedures and the provisions of Federal Highway Administration's Policy and Procedure Memorandum 30-4, dated February 14, 1969, and the provisions contained in Exhibit "A" attached hereto and by reference made a part hereof.

Will you please submit a sketch map or maps showing that portion of your facilities, including adjustments and relocations, which will occupy or cross the right of way of the above project to Mr. Jack Hesla, 5821 N.E. Glisan, Portland, Oregon 97213. This information will be forwarded through this office to the Director of Permits for issuance of any necessary permits. A time schedule for accomplishing the work and estimated date of completion should accompany the relocation sketch maps.

Also, in submitting your sketch map, please identify the information submitted by reference to this utility relocation letter, including the date hereof. YOU ARE DIRECTED TO CONTACT THE RESIDENT ENGINEER, Mr. Vern Butzer, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-6938, BEFORE ENTERING ON ANY NEWLY ACQUIRED RIGHT OF WAY TO COMMENCE YOUR UTILITY RELOCATION. HE CAN ADVISE YOU AS TO THE LOCATIONS WHERE YOU MUST GIVE AT LEAST 30 DAYS' NOTICE PRIOR TO YOUR EMPLOYEES, AGENTS, OR CONTRACTORS ENTERING ON PRIVATE PROPERTY FOR UTILITY ADJUSTMENT OR RELOCATION PURPOSES.

Further information concerning construction details may be secured from Mr. Butzer. All inquiries relating to general policy and procedure requirements pertaining to the adjustment and relocation of utilities as may be required by highway construction and relocation should be addressed to Mr. Hesla.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: R. E. Simpson
A. E. Johnson
F. L. Hall (3)
V. E. Skoog
R. P. Hamilton
R. L. Schroeder
Vern Butzer
Jack Hesla

RECEIVED
JUL 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LIST OF CONFLICTS

Utility: Pacific Northw Bell Tel Co.
Project: NE Marine Drive - NE Holman St.
Highway: East Portland Freeway I-205
County: Multnomah

Sheet 1 of 1 Sheets

Item	Station	Distance from C/L	Direction	R/W	Private	Remarks
Power Pole No. Tel #	"L" 135+50	440'	East	"		JT with PGE
" " " " "	"L" 136+50	320'	"	"		" " "
" " " " "	"L" 137+50	200'	"	"		" " "
" " " " "	"L" 136+90	50'	West		X	" " " Service Pole
" " " " "	"L" 138+60	85'	East	X		JT with PGE
" " " " "	"L" 138+90	95'	"	X		" Guy " Pole"
" " #10905	"L" 139+55	20'	West	X		" " "
" " #10825	"L" 140+50	120'	"	X		" " "
" " No. Tel #	"L" 141+50	225'	"	X		" " "

7-16-71

RECEIVED
JUL 26 1971

FORM PR-1240
(REV.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PROJECT: 1-205-7(21)316

STATE PROJECT NO.: NE MARINE DRIVE - NE HOLMAN ST. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-649

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:
I-205-7(21)316
76251

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER STATE ROUTE 64

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOUR ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $100.00
TEMPORARY EROSION CONTROL $5,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young
w/ Enc.
7-21-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71	R. E. Simpson	DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 12 1971
FOR FILE

RECEIVED
JUL 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-205-7(21)316

7625

July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Marine Drive - Holman Street
Section
East Portland Freeway
Multnomah County

NOTED
F. B. KLABOE

Dear Sir:

Mr. Mathias has requested additional information as a supplement to my letter to Mr. Young of July 2, 1971. This information is tabulated below:

FILE NUMBER	HOUSING ASSISTANCE	OBTAINED	SALVAGE VALUE
45661	Offered	yes	$ 200
44552	Offered	no	1,000
44215	Offered & Declined	no	200
44217	Offered & Declined	no	150
44178	Offered	yes	1,000
	Off. & Declined	no	200
	Off. & Declined	no	200
44222	Offered	yes	1,100

Mr. Mathias also has requested that we report on the following two files:

File 44180 - Port of Portland: The State has entry on this file by the terms of their agreement with the Port of Portland. The tenant in the house on this file has been given 30 days notice by the Port of Portland under the terms of the rental agreement that she has previously made with the Port. This 30-day notice will expire on August 2, 1971. The salvage value for this file is $100.

File 44182: The tenant on the property moved and was paid by the State. We have just discovered that another tenant moved into his home. It has been impossible to locate them at home either yesterday or today. As soon as we do contact the tenant, we will offer them relocation assistance and all the benefits to which they are entitled. In the meantime we are mailing them a 90-day notice.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:ph

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

7-7-71

TRANSACTION NUMBER 7-1

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 7-7-71
BY (Signature): MR. YOUNG'S JULY 1, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 649 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
649	I-205-7(21)316	1.05	800,000	736,000	I-205 UPRR TO COLUMBIA RIVER (N.E. MARINE DRIVE - N. E. HOLMAN ST. SECTION)	PARTIAL GRADE, DRAIN, HYDRAULIC EMBANKMENT, FENCING AND DEMOLITION OF BUILDINGS.

Young 7-12-71

NOTED
TOM EDWARDS
F. B. KLABOE

RECEIVED
JUL 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

DECE
JUL 19 1971
FOR

205-7(21)316
76-25

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 7-7-71
SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 8 - 1971
FOR FILING

I-205-7(21)316
7625

July 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on July 29, 1971.

I-205-7(21)316	N.E. Marine Drive-N.E. Holman St. Section
I-80N-3(60)109	Rufus Interchange Section
I-80N-6(45)256	La Grande Section (UPRR O'xing)
I-405-8(28)303	West Fremont Interchange (Unit 2)
U-168(25)	Ross Island Br.-S.E. Roadway St. Section
T-5019(3)	6th St.-Stewart St. (Medford)
T-5021(2)	Ore. Coast Hwy. at Olive St. (Newport)
T-5028(1)	Mission St. S.E. at 25th St. (Salem)
ER-239(1)	Cape Meares & Bay Ocean Road Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's Circular Memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Encls.

RECEIVED
JUL 6 - 1971
FOR FILING

I-205-7(21)316
17625

July 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box [illegible]
Salem, Oregon

Dear Sir:

We are submitting program data for one Interstate project Item 640, Project I-205-7(21)316, N. E. Marine Dr.-N. E. Halsey St. Section (Columbia River to U. P. R. R. in Portland) which we desire to have included in the Federal-Aid Interstate Highway Program.

We are also enclosing a copy of letters of approval by State and District 2 Clearinghouses dated June 4, 1970 and July 1, 1970 respectively.

It is our present intention to receive bids for this project at the July 20, 1971 bid opening.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Enclosure
RWC:ef

Budget Bureau No. 41-R2067: Appro

U.S. DEPA

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

7- 1-71

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) I-205 UPRR to Columbia River (Portland)	ADT	PRESENT 28,400	FUTURE 85,800	YEAR 91	REGION 08	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr.,Dr., Fencing and Bldg. Demol.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) I-	NUMBER 205-7(21)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Multnomah CODE 051
	NAME OF URBAN AREA Portland	ROUTE NO. I FEDERAL-AID I-205 STATE 64 U.S. I-205

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE		I-205 UPRR to Columbia River (Portland) "N.E. Marine Drive- N.E. Holman Street Section"					
5					ROW							
5					CONST (CODE) 0010			1.05	800,000	736,000	64,000	
							PROJECT TOTALS	1.05	800,000	736,000	64,000	

CARD 1 CODE 1

PREPARED BY

PROGRAM APPROVAL DATES

REMARKS

Additional Data: Items 252 & 448

I-205-7(2) & I-205-7(9) respec

(over)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7- 1-71

PROJECT LOCATION (45 typewriter spaces): I-205 UPRR to Columbia River (Portland)

ADT — PRESENT: 28,400 — FUTURE: 85,800 — YEAR: 91

REGION: 08

STATE NAME: Oregon

STATE CODE: 35

APPN CODE: 042

ITEM NO.: 649

SED WORK (35 typewriter: g and Bldg. Demol.

NATL. FOREST:

FH ROUTE NO.:

SEPV ACCT:

DA CLASSIF.:

DA AREA:

ENERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): I- — NUMBER: 205-7(21) — SEQ. NO.:

I Projects Only — POST MI.: 316 — DESIG.:

NDS: Interstate

Portland

COUNTY NAME: Multnomah — CODE: 051

ROUTE NO.: I — FEDERAL-AID: I-205 — STATE: 64 — U.S.: I-205

PROGRAM STAGE: ☐ 1 OR ☒ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE		I-205 UPRR to Columbia River (Portland) "N.E. Marine Drive-N.E. Holman Street Section"						Partial Grade and Drain, Hydraulic Embankment, Fencing with Gates and Demolition of Buildings (Future 8-12' Lanes, 10' R & 6' L Shldrs. with 56' Med.) ROW - 200' min.; Access Control - Full; Parking Restriction - Complete.
ROW								
CONST (CODE) 0010			1.05	800,000	736,000	64,000		
		PROJECT TOTALS	1.05	800,000	736,000	64,000		

BY

APPROVAL DATES

REMARKS

Additional Data: Items 252 & 448, Projects Nos. I-205-7(2) & I-205-7(9) respectively.

(over)

USCOMM DUSCOMM-DC 48705-P61

N. E. Marine Drive-N. E. Holman Street Section

Project Data: The work under this project is to be done in stages by two methods of construction:

a. Regular competitive bid contract:

The work consists of necessary grading to strip and stockpile approximately 70,000 cu.yds. of topsoil, install approximately 740' of 48" corrugated metal pipe at Sta. "L" 145+37, construct approximately 655 rods of fence with one 32' gate and three 16' gates to enclose the area of hydraulic embankment fill, demolition and clearance of buildings, reshaping slopes of hydraulic embankment fill and placing topsoil, mulch, etc. as erosion control on the hydraulic embankment slopes. Estimated cost $250,000.

b. Construction Agreement with Port of Portland with the work to be done by Port's forces:

The work to be done under this construction agreement consists of placing approximately 1,100,000 cu. yds. of hydraulic fill material as embankment within the limits of the project. The project cost for this work will be based on actual cost but not to exceed $550,000 as per the proposed agreement with the Port of Portland.

This project is stage construction of a portion of the Washington State Line-Sunnyside Road Interchange Section, Project I-205-7(-)303. Design approval was granted for said section by F.H.W.A. Memorandum of January 27, 1971.

This project is exempt from environmental statements or declaration as design approval was granted prior to February 1, 1971.

State and District 2 (CRAG) Clearinghouse approval given under letters dated June 4, 1970 and July 1, 1970 respectively.

Public hearing held September 14, 1970.

RECEIVED
JUL 2 - 1971
FORM 2-30 (REV. 10-69)
FOR FILING

[illegible]
I-205-7(21)316
& U R625

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
June 30, 1971

NOTED
A. E. JOHN

SUBJECT: Supplemental Utility Status Report
for July 29, 1971 Letting

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

The status of negotiations with utilities on the following FAI project for the above letting is as follows:

1. MARINE DRIVE-HOLMAN AVENUE SECTION
Project No. I-~~4~~05-7( )316 Clearing, drainage and demolition
2

Pacific Northwest Bell Telephone Company and Northwest Natural Gas Company own facilities located on public road right of way (Liberty Street) which will conflict with the proposed construction. These conflicts have been discussed with each of the utilities and they have agreed to adjust their facilities at no cost to the State. The estimated date of completion is September 1, 1971.

Portland General Electric Company owns facilities located on Liberty Street which will conflict with the proposed construction. One of these poles probably occupies private property. The conflicts have been discussed with representatives of the power company and they have agreed to adjust those occupying public road right of way at no cost to the State. The estimated cost for adjusting the pole on private property is $500. The estimated date of completion for all of their work is September 1, 1971.

Park Rose Water District owns a 4-inch water main located on Liberty Street which is in conflict with the proposed construction. This adjustment is reimbursable. The conflict has been discussed with representatives of the water district and we have been advised that it will be necessary to reconstruct a water main on Holman Avenue to replace the loop for their system. The District tentatively plans to install a 6-inch line in lieu of the existing 4-inch line. They have agreed to perform this work allowing the State betterment for the difference in construction costs between a 4-inch and a 6-inch line. The State's share of this work is estimated to be $15,000. The estimated date of completion is September 1, 1971.

Federal-aid participation will be requested for the reimbursable work. Utility letters will be mailed to the utilities in the near future. No delays are anticipated.

I certify to the best of my knowledge, the above statement is correct in regard to the utility negotiations for the project scheduled for the letting on July 29, 1971.

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
JUN [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:dl
cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (2)

SP*52475-734

RECEIVED
JUN 16 1971
FORM E-30
FOR FILING

I-205-7(21) 316
7625

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 11, 1971

To: Memo to the file:

SUBJECT: Dredging Operation
Marine Drive - Holman St.
I-205 Freeway

A discussion concerning the scheduling of the dredging work on I-205 was held in this office at 11:30 a.m., June 4, 1971. Mr. Ken Weber, representing the Port of Portland, reported they are presently scheduling to start this work October 15, 1971. They anticipate it will take approximately six weeks to place the one million cubic yards for this section of I-205 embankment. Other dates for starting this work were suggested but did not fit the Port's over all work program.

It was generally agreed that we could meet the October 15 date, although it might create some minor amount of panic. Mr. Lou Grothaus has since reported that he is up against the time deadline. Letters will be sent immediately giving the required 90 day notice to property owners.

Present were Frank Hall, Robert Schroeder, Ken Limbocker, E. J. Valich, Lou Grothaus and Hal Versteeg.

R. L. Schroeder
Metropolitan Engineer

by

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:cw
cc: F. B. Klaboe ✓
Frank Hall
Lou Grothaus
E. J. Valich
Ken Limbocker

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 7 1971

FOR FILING

[illegible]
I-205-7(21)316
7625

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 1, 1971

To: **Frank Hall**
Design Engineer
State Highway Building
Salem

SUBJECT: Hydraulic Fill
Marine Drive-Holeman Street Section
I-205 Freeway

The Port of Portland is scheduling the hydraulic fill for this section of I-205 Freeway shortly after October 1, 1971. Is this date satisfactory to the Highway Division for the placement of this material?

R. L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:pb

cc: F. B. Klaboe
Don Harwell
K. D. Limbocker

NOTED
F. B. KLABOE

-76226

STATE COPY

5

MONTHLY TRANSACTION NUMBER 9-8	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-31-73	COUNTY Sherman
MODIFICATION NUMBER 1		PROJECT NUMBER I-80N-3(60)109

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on July 7, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 42,020.00	$ ~~42,769.00~~ 42,762.00
Federal Funds	$ 38,767.00	$ 38,771.65
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of August, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon State Highway Division
(Official name of Highway Department)

By R E Johnson

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

By Smith
(Division Engineer)
/s/ G. L. GREEN
Division Engineer

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 918-869

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-66	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Sherman
PROJECT REPORT NO. 3	8-18-71	PROJECT NO. I-80N-3(60)109

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Rufus Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-7-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 42,020	FEDERAL FUNDS $ 38,767

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By Johnson

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Green
(Division Engineer)
For R. E. Simpson

Date executed by Division Engineer AUG 18 1971

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

Federal-Aid
Project No. I-80N-3(60)109

Oregon State Highway Division

RUFUS INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY, SHERMAN COUNTY

Salem, Oregon, August 16, 1971

Project Agreement Estimate.

Type Code Y030
Illumination (Sta. 117+25 to Sta. 149+10)

Temporary Protection and Direction of Traffic	All Required	$ 300.00
Roadway Illumination Installation, Complete	All Required	37,400.00
		$37,700.00
Flagging (60% of Contractor's Cost)	All Required	500.00
	Subtotal	$38,200.00
	Engr. & Cont.	3,820.00
	Total	$42,020.00

Length of Project - - - - 0.00 Mile

Federal Funds	$38,767.00
State Funds	3,253.00
Total	$42,020.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7626

Prefix: 628-1053

[illegible] 1972

FOR FILING

STATE COPY

5

OSHD (Johnson)
Region
Wash DC 7626

12-12-72

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10	REPORT NO. 5	COUNTY Sherman	DIVISION Oregon
DATE OF REPORT 12-12-72	REPORT MADE BY D. B. Carter, Ass't Area Engineer		PROJECT NO. I-80N-3(60)109
COMPLETION DATE 2-10-72	ACCEPTANCE DATE BY CONTRACT AGENCY November 1, 1972	TIME ELAPSED 168/180=93 %	CONTRACT TIME 180N-3(60)109
APPROVED EXTENSIONS None	LOCATION Rufus Interchange - I-80N		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON

Constr
cy Bridge
Young
1-5-73

RUFUS ILLUMINATION
COLUMBIA RIVER HIGHWAY
Illumination Installation

This project provided for the partial illumination of the Rufus Interchange.

All contract work was completed February 10, 1972 at which time 168 calendar days of the allotted 180 calendar days had been used.

The final project cost including contingencies and engineering was $42,199.80 which underran the initial authorization of $43,739 by -3.5%. The contract items were lump sum amounts and there were no changes in these amounts.

The Resident Engineer's statement of overruns and underruns has been reviewed and is on file in the Division office.

RECEIVED
STATE HWY ENGR
JAN 2 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JAN 2 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /S/ D. B. Carter		SIGNATURE G. L. Green G L Green	
TITLE Ass't Area Engineer	DATE 12-12-72	TITLE Division Engineer	DATE 12/27/72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
DEC 7 - 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7626

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 6, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-80N-3(60)109

FROM

ORIGINAL SIGNED BY
R. L. ASBURY

L. M. Young
Programing Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7626 Work Completed February 10, 1972

Project Rufus Interchange

Highway Columbia River

County Sherman

Acceptance: State Highway Commission November 1, 1972

Federal Highway Administration March 31, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

JK:dqk

cc: V. E. Skoog

S

RECEIVED
NOV 1 1972

FOR FILING

7626

November 10, 1972

United Pacific Insurance Company
P. O. Box 1768
Eugene, Oregon 97401

Gentlemen:

On November 2, 1972, we wrote to you concerning release of final payment on Contract No. 7626 awarded to Stanch Electric Company for illumination installation on the Rufus Interchange Section of the Columbia River Highway in Sherman County.

Final payment on this contract is $1,885 and the total contract amount is $38,199.80, including $489.80 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Stanch Electric Co.
P. O. Box 1243
Medford, Oregon 97501

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Mosner
J. F. Putnam

7626

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rufus Interchange	WEEK ENDING: November 4, 1972	
	SECTION PREFIX: 628-1053	
HIGHWAY: Columbia River	COUNTY: Sherman	
NAME OF JOB: Rufus Interchange	KIND OF WORK: Illumination Installation	
CONTRACTOR: Steeck Electric	CONTRACT NUMBER: 7626	FEDERAL AID PROJECT NUMBER: I-80N-3(60)109
DATE OF CONTRACT: August 3, 1971	DATE WORK STARTED: November 2, 1971	ESTIMATED COMPLETION DATE: February 10, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS: n/a SPECIFIED work DAYS: 180	WORK DAYS USED: n/a work DAYS USED: 168
PROJECT AUTHORIZATION: $ 43,739.00	SPECIFIED COMPLETION DATE: n/a	PERCENT OF TIME ELAPSED: 93%
EXCLUSIVE OF ENGINEERING: $ 39,919.00	ENGINEERING AUTHORIZATION: $ 3,820.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 38,199.80	ENGINEERING COST TO DATE: $ 4,230.00 Cost this week 28.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97%
ESTIMATED PERCENT: UNDERRUN 4.3 %	PERCENT OF AUTHORIZATION: 110.7 %	DATE PROJECT WAS COMPLETED: February 10, 1972

Including Engineering: UNDERRUN 3.0%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Lump Sum Illumination 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Illumination
MILES IN PROJECT					0.6
MILES PARTIALLY COMPLETED					0.6
MILES COMPLETED					0.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)					$39,919.00
TOTAL QUANTITIES CORRECTED TO DATE					$38,199.80
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					$38,199.80
AVERAGE DAILY QUANTITIES This week (1)					$ 0.00
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0.00
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					4

EQUIPMENT USED DURING THE WEEK:

1 Boom Truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
10-29-72 SUNDAY	P. Cloudy	0		Project finished.
MONDAY	Clear	0		
TUESDAY	P. Cloudy	0		
WEDNESDAY	Cloudy-Showers	0		
THURSDAY	Cloudy-Showers	0		
FRIDAY	Cloudy-Showers	0		
11-4-72 SATURDAY	Cloudy-Showers	0		

RECEIVED
NOV 9 1972
CONSTRUCTION SECTION

Routing
Kessey
Pease
Glenn
Bond
Litchfield
Walker
Berg
Johnson

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

10-29-72 SUNDAY	
MONDAY	One man and boom truck on job short time in A.M. to replace bulbs in poles nos. 2 & 14. This makes all poles functioning with proper bulbs. No other work for rest of week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
11-4-72 SATURDAY	

REMARKS

Contractors man on job on Monday, October 30, 1972, to but proper bulbs in Poles Nos. 2 & 14. All lights functioning properly. Job done. Third Notification submitted effective October 30, 1972.

Semi-Final Estimate was submitted on March 3, 1972.

Mr. J. F. Putnam, Reg. Eng'r., and Mr. R. C. Pool, Reg. Maint. Eng'r., were in the office on Tuesday of this week.

Unless instructed otherwise, this week be the last weekly report submitted on this project.

SIGNED J S Sawyer
J. S. Sawyer, Res. Eng'r.

LOCATION P.O. Box 420,
The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 1 1972
FOR FILING

7626

November 2, 1972

United Pacific Insurance Company
P. O. Box 1786
Eugene, Oregon 97401

Gentlemen:

Contract No. 7626 awarded to Stoeck Electric Company for illumination installation on the Rufus Interchange Section of the Columbia River Highway in Sherman County was completed on February 10, 1972, and accepted by the Highway Commission on November 1, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 7, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Stoeck Electric Co.
P. O. Box 1843
Medford, Oregon 97501
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Mosser
J. F. Putnam

5

RECEIVED
NOV [illegible] 72
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

7626

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 1, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7626 , Work Completed February 10, 1972

Project Rufus Interchange

Highway Columbia River , County Sherman

Type of Work Illumination Installation

Contractor Staeck Electric Co.

Recommended Acceptance Date November 1, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12 for your formal concurrence.

VG:dg

cc C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED

STATE COPY

FORM PR-33B
(REV. 7-69) FOR 861 OSHD (AE Johnson)
Region
Wash DC

2-22-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS est

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

7626

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 10	Report No. 4	County Sherman	Division Oregon
Date of Inspection 2/22/72	Inspection Made By D. B. Carter, Area Engineer		Project No. I-80N-3(60)

In Company With
J. Putnam, Region 4 Engineer, OSHD; J. Sawyer, Resident Engineer, OSHD.

Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 168/180=93%	Work Completed 100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

RUFUS ILLUMINATION
COLUMBIA RIVER HIGHWAY
Illumination Installation

cy to Const. Bridge Young 4-20-72

NOTED
A. E. JOHNSON

This project provided for the partial illumination of the Rufus Interchange.

A final inspection was held on February 22, 1972 with the above noted persons in attendance.

The contract project work was completed within reasonably close conformity with the contract plans and specifications on February 10, 1972. A total of 168 out of the 180 days of contract time allowed were used.

Materials reports indicate the materials incorporated into the project were in reasonably close conformity with the contract specifications. The revised control cabinet drawings have been approved.

The associated illumination work done by Pacific Power and Light Company in connection with the City of Rufus agreement obligations has been completed except for a minor adjustment to one pole and certain connection adjustments. This work is scheduled for completion in the near future. These luminaires have a separate control cabinet and meter.

Although the schematic wire service diagram drawing on the plans does not necessarily depict the physical location of the control box elements, better correlation between this drawing and Section 651.39(a) of the Standard Specifications would tend to clarify the on-site installation work.

COPY SENT
APR 17 1972
REGIONAL OFFICE

RECEIVED
APR 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

al

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
APR 1[illegible] 1972
FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7626

February 15, 1972

cy Kersey
Hawk
4-12-72

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FAP No. I-80N-3(60)109

NOTED
A. E. JOHNSON

Dear Sir:

All work under Contract No. 7626, Rufus Interchange Section of the Columbia River Highway in Sherman County, was completed on Feb. 10, 1972.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

George M. Baldwin
Administrator of Highways

By L. H. Young
L. H. Young
Programing Engineer

NOTED
F. B. KLABOE

Federal Highway Administration
Oregon Division Office Endorsement

Date March 31, 1972

Conditions noted on above date: Final inspection held on 2-22-72. All contract work is complete.

D. K. Hosner
for R. E. Simpson
Division Engineer

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4-7-72
REFERRED TO
Johnson
cc Young

STATE COPY

11-8-71

FORM PR-33A
(REV. 3-68)

FOR FILING
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No. 8	Report No. 1	County Sherman	Division Oregon
Date of Inspection 11-8-71 [illegible]	Inspection Made By E. E. Carter, Area Engineer		Project No. I-80N-3(60)109

I-80N-3(60)109

COPY SENT

In Company With J. S. Sawyer, Res Engr, J. Walker, Asst Const Engr, OSHD

Location: Located approximately 25 miles east of The Dalles on the Columbia River Highway (I-80N) at the Rufus Interchange

NOV 17 1971

Contractor Name and Address: [illegible] Electric Company, Medford OR 97501

Award Date 8-3-71	Contract Amount 37,700	Time Allowed 180 cal days	Time Started 8-23-71	Work Started 11-2-71
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 40 %	Work Completed 10	

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	STRUCTURES TYPE CODE NO.	STRUCTURES NET LENGTH (Miles)
Illumination	Y030	0.00	-	-	-	-		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

RUFUS INTERCHANGE
COLUMBIA RIVER HIGHWAY
Illumination Installation

1. INTRODUCTION:

This project provides for the illumination of the on and off ramps of the Rufus Interchange.

A preconstruction conference was held at The Dalles in the Resident Engineer's office on October 26.

2. WORK COMPLETED:

The luminaire poles are on the project. Some trenching work has been accomplished preparatory to laying the electrical cable.

NOTED
TOM EDWARDS
(memo)

Copy sent Merchant 11/19/71 ag

NOTED
[illegible]

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. WORK IN PROGRESS:

Trenching for the electrical cable. Erecting project identification signs.

4. LABOR COMPLIANCE AND EEO:

The first payroll was not due at the time of this inspection. The first EEO monthly staffing report was not due at the time of this inspection.

The contractor's tool shed is located immediately southwest of the interchange. A bulletin board with the required notices and posters has not been posted; however, the Resident Engineer indicated the contractor was in the process of doing so.

5. COMMENTS:

The work is progressing satisfactorily. The work complete lags the time elapsed as work did not begin until the luminaire standards were on the project.

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1971
FOR FILI

I-80N-3(60)167

7626

September 21, 1971

Stauch Electric Company
P. O. Box 1243
Medford, Oregon 97301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7626 for Illumination
installation on the Rufus Interchange
Section of the Columbia River Highway
in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1218
Tacoma, Washington 98401

United Pacific Ins. Co.
P. O. Box 1768
Eugene, Oregon 97401

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
J. S. Sawyer

RECEIVED
AUG 12 1971
[illegible]

I-80N-3(60)109
7626

August 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

Confirmation of your tentative concurrence as of August 3, 1971, is requested in the award of contract for the Rufus Interchange Section, Project No. I-80N-3 (60) 109.

The contractor receiving the award is Steech Electric Co., in the amount of $37,700.00, with Contract No. 7626 assigned. This bid was received on July 29, 1971, and awarded August 3, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

F.H.W.A. Endorsement

Date ________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:af

RECEIVED
AUG 4 - 1971
FOR FILING

I-80N-3(60)109
7626

August 3, 1971

Steeck Electric Co.
P. O. Box 1243
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on August 2 accepted your proposal on the Rufus Interchange of the Columbia River Highway in Sherman County for the sum of $37,700 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7626.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
bc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
J. F. Putnam
J. S. Sawyer
Wm. Geibel (SAIF)

7-16-71

FORM [illegible]-1540
(REV. 2-67)

RECEIVED
JUL 26 1971
FOR FILING

U.S. DEPAR[illegible]ORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

[illegible]DERAL AI[illegible]
1-80N-3(60)109

STATE PROJECT NO.
RUFUS INTERCHANGE SECT.

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME SHERMAN
	ITEM NO. 1-644	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

I-80N-3(60)109
7626

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

DATE PS&E APPROVED JULY 7, 1971	DATE AUTHORIZATION EFFECTIVE JULY 7, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER STATE ROUTE 6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH THE CONTRACTOR'S FLAGGING IN THE AMOUNT OF $500.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $500.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

Young
w/enc.
7-21-71

NOTED
TOM EDW[illegible]

DATE 7-16-71	SIGNATURE OF APPROVING OFFICIAL R. E. Simpson	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 8 - 1971

I-80N-3(60)109
1626

July 6, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 309
Salem, Oregon 97308

Dear Sir:

Complete P.S. & E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on July 29, 1971.

I-205-7(21)316 ---------- N.E. Marine Drive-N.E. Holman St. Section
I-80N-3(60)109 ---------- Rufus Interchange Section
I-80N-6(45)256 ---------- La Grande Section (UPRR O'xing)
I-405-8(28)303 ---------- West Fremont Interchange (Unit 2)
U-168(25) ---------- Ross Island Br.-S.E. Reedway St. Section
T-5019(3) ---------- 6th St.-Stewart St. (Medford)
T-5021(2) ---------- Ore. Coast Hwy. at Olive St. (Newport)
T-5023(1) ---------- Mission St. S.E. at 25th St. (Salem)
ER-239(1) ---------- Cape Meares & Bay Ocean Road Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain date, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on these projects.

In compliance with Mr. Whitton's Circular Memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:bb

Encls.

RECEIVED
JUN 21 1971
FOR FILING

I-80N-3(60)109
7626

June 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-Aid Projects
Conditionally Approved for P.S.& E.

Dear Sir:

We intend to submit P.S.& E. documents or modification of project agreements for the following federal-aid projects for conditional approval as set forth in your memorandum of June 4, 1971, subject to release of obligational authority by the Washington, D.C. office for fiscal year 1971, and we desire the projects to be funded in the priority as listed hereinafter.

Priority No. 1	Project I-80N-8(24)354 "Olds Ferry-North Fork Jacobsen Gulch Section" (construction)
Priority No. 2	Project I-205-7(7)308 "S. E. Grant Street-S. E. Holgate Blvd. Section" (ROW)
Priority No. 3	Project I-80N-6(49)271 "Ladd Canyon Section" (construction)
Priority No. 4	Project I-205-7(6)307 "S. E. Holgate Blvd.-S. E. Duke Street Section" (ROW)
Priority No. 5	Project I-80N-6(45)256 "La Grande Section" (construction)
Priority No. 6	Project I-80N-1(28)07 "N. E. Siskiyou Street-N. E. Glisan Street Section" (ROW)
Priority No. 7	Project I-80N-3(60)109 "Rufus Interchange Section" (construction)

Priority No. 8	Project U-168(25) "Ross Island Bridge-Reedway Street Section" (construction)
Priority No. 9	Project I-5-5(50)250 "Battle Creek Interchange (Salem)" (construction/safety)

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

RNC:ia

RECEIVED
JUN 21 1971

FOR FILING

I-80N-3(60)109
7626

June 17, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97306

Dear Sir:

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requestiong your authorization to advertise for bids in accordance with your memorandum dated June 4, 1971.

I-80N-3(60)109 Rufus Interchange Section
U-160(25) Ross Island-S.E. Reedway Street Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment
DAN:jb

TRANSACTION NUMBERS 6-8 AND 6-9

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 6-1-71
BY (Signature): MR. YOUNG'S MAY 14, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 643 THRU 644

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
643	I-205-7(20)296	0.0	405,000	372,000	WEST LINN INTERCHANGE - SOUTH WEST LINN INTERCHANGE SECTION.	ILLUMINATION
644	I-80N-3(60)109	0.0	53,000	48,700	RUFUS INTERCHANGE	ILLUMINATION

NOTED
TOM EDWARDS

Young
6-7-71

6-1-71

REMARKS (Division)

I-80N-3(60)109
7626

JUN 7 -1971

NOTED
F. B. [illegible]

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		6-1-71	R.E. Simpson R.E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

RECEIVED

I-80N-3(60)109
7626

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three Interstate projects, Item Nos. 643 through 645, which we desire to have included in the Federal Aid Interstate Highway Program.

Item 643, Project I-205-7(20)296, is exempt from State and District 2 Clearinghouse reviews under existing working agreements.

Item 644, Project I-80N-3(60)109, is exempt from State Clearinghouse review under working agreement of April 28, 1970 and paragraph 2b of IM 50-1-70. Copy of District 9 Clearinghouse approval, dated January 14, 1971, is enclosed.

Item 645, Project I-80N-6(49)271, received State and District 13 approvals on April 29, 1971 and April 13, 1971, respectively. Copies are enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:ia

Budget Bureau No. 41-R2067; Approva

U.S. DEPART
BUREA

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

5-14-71

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-80N Rufus Interchange 21 65	ADT	PRESENT 4,800	FUTURE 9,200 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STA COD 35 (2)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Illumination 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER 80-3 7	SEQ. (60

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Sherman			CODE 055 (14) (16)
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-80N (32)	STATE 2 (36)	U.S. I-80N (37) (41)

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		I-80N Rufus Interchange					
5					ROW							
5					CONST (CODE) Safety Y030			0.0	53,000	48,700	4,300	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	53,000	48,700	4,300	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS
Additional Data: Items 199, 334, 4
Projects I-80N-3(24), (37), (47) an
respectively.

Inst
illu
on a

ROW-
Acce
Park
com

USCC

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

NO.

O.

5-14-71

PROJECT LOCATION (45 typewriter spaces) I-80N Rufus Interchange	ADT	PRESENT 4,800	FUTURE 9,200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 042	ITEM NO. 644

PROPOSED WORK (35 typewriter mination	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) I-	NUMBER 80-3	SEQ. NO. (60)	I. Projects Only: POST MI. 109	DESIG. N

AL FUNDS: Interstate

AREA

COUNTY NAME: Sherman CODE 055

ROUTE NO. I FEDERAL-AID I-80N STATE 2 U.S. I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		I-80N Rufus Interchange						Installation of illumination for on and off ramps.
	ROW								
	CONST (CODE) Safety Y030			0.0	53,000	48,700	4,300		ROW-300' normal; Access Control-full; Park. Restrictions-complete.
			PROJECT TOTALS	0.0	53,000	48,700	4,300		

PARED BY

GRAM APPROVAL DATES

REMARKS
Additional Data: Items 199, 334, 417 and 524; Projects I-80N-3(24), (37), (47) and (54), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

Remarks - continued

Project Data: The proposed project consists of installation of luminaires to illuminate the on and off ramps of the interchange.

State and District Clearinghouse: Exempt from review and comment under paragraph 2b of IM 50-1-70 as all necessary rights of way were acquired prior to September 30, 1969. However, a Notice of Intent was sent District 9 Clearinghouse and the project was approved by District 9 on January 14, 1971.

Location/Design: The illumination work is considered "Safety Improvement" and is therefore considered to have received design approval based on FHWA acceptance of the yellow book, AASHO's publication "Highway Design and Operational Practices Related to Highway Safety". However, FHWA approved the illumination installation as to Interstate funding and as a Safety Improvement by their memo of June 12, 1968.

RECEIVED
JAN 25 1971

I-80N-3(60)109
7626

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT
WASCO COUNTY COURT HOUSE ANNEX
THE DALLES, OREGON 97058

WALT CARTE, CHAIRMAN
LLOYD BEERS, VICE CHAIRMAN
JAMES C. WRIGHT, SECRETARY
PAULINE ROSS, TREASURER

GOVERNING BODIES
IN OREGON
HOOD RIVER COUNTY
SHERMAN COUNTY
WASCO COUNTY
IN WASHINGTON
KLICKITAT COUNTY
SKAMANIA COUNTY

January 14, 1971

Klaboe

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Mid-Columbia Economic Development District has reviewed the federal-aid project in Sherman County at the Rufus Interchange Section, Columbia River Highway as a part of their Clearinghouse Review.

The District favors the proposed project for lighting this interchange.

Sincerely yours,

Richard W. Pearson
Richard W. Pearson
Executive Director

RWP:blm

Copy to:
Local Government Relations
Div, Salem

REFERRED TO 1-19-71
ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS

RECEIVED
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1970

[illegible]

I-80N-3(60)109
7626

- Phone 378-6563

December 10, 1970

Mid Columbia Economic Development District
Wasco County Courthouse
The Dalles, Oregon 97058

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Interstate
Rufus Interchange Section
Columbia River Highway
Sherman County

This project is exempt from State clearinghouse review under the State clearinghouse working agreement.

The estimated date of filing for federal-aid funds on this project is January 15, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
H. S. Cox
S. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Rufus Intchge. Section
Columbia River Highway
Sherman County
December 10, 19 70

FROM: Applicant Agency: State Highway Division — Address: Salem

Contact Person: L. H. Young — Phone: 6563

1. Project requires Emergency Board approval of agency federal fund limitation: Yes .... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District: Nine (9) — City: Rufus

County: Sherman — Special District(s) (if applicable): --

Other affected jurisdictions/agencies: --

3. **Federal Program**

Common Program Name: Federal-aid Interstate

Authorizing Legislation: Title 23, U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept.: of Transportation — Original Application: X

Agency: Federal Highway Admininstration — Renewal Application: ....

---

4. **Estimated Project Cost**

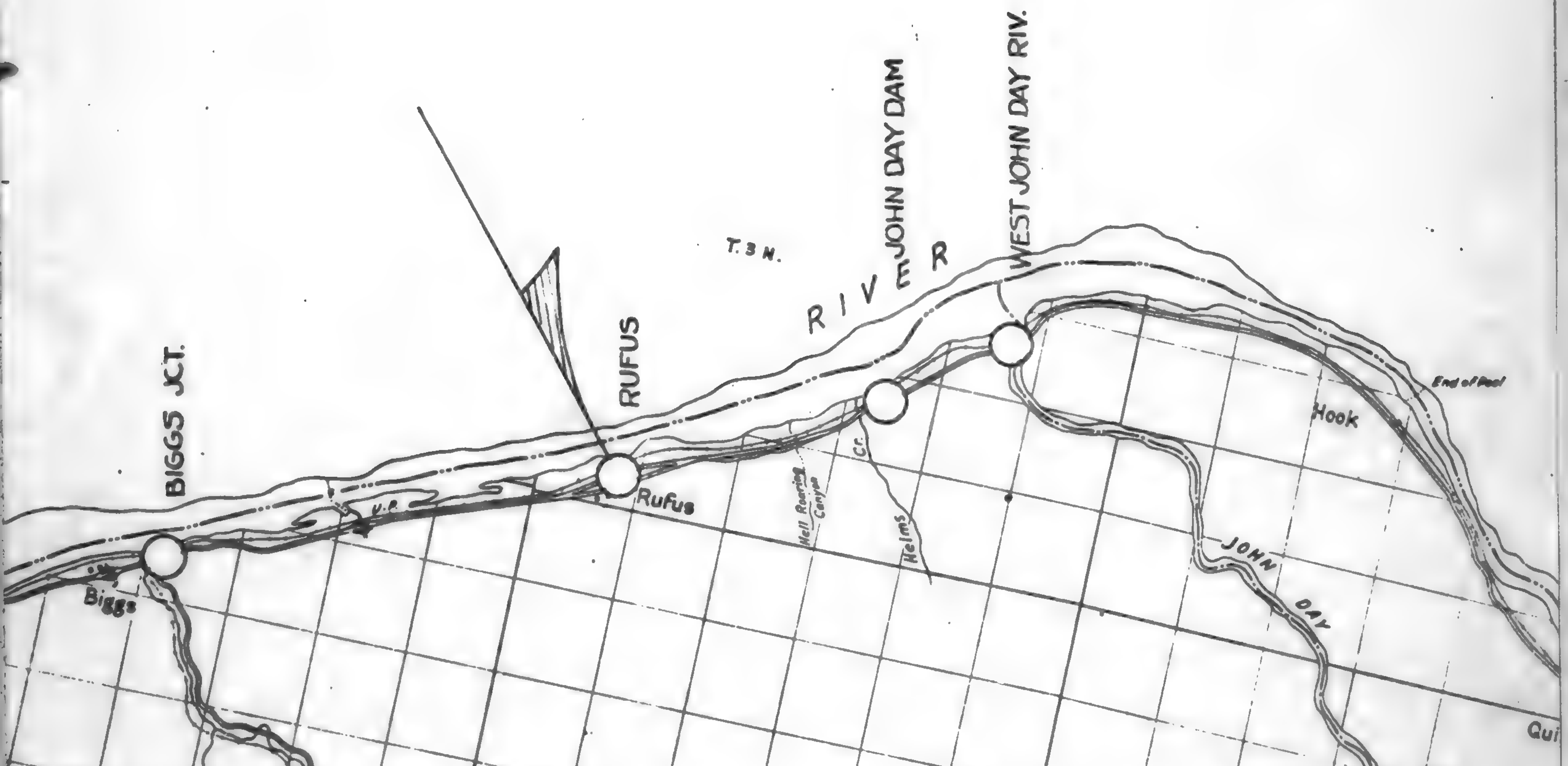
Federal Share $ 49,500
Loan .... Grant X
Local Applicant Share (--) (if any) $ --
State Agency Share $ 5,500
Other (Specify) $ --
Total $ 55,000

Source of State Agency Share
General Fund $ --
Other Funds (specify) $ --

Indirect Cost Reimbursement
No X Yes .... $ .... (Approx)

Will Federal share change: No X
Yes, from ....% to ....%
When ....

OREGON STATE HIGHWAY DIVISION
Sketch Map
RUFUS INTCHGE. SECTION
Columbia River Highway
Sherman County


BIGGS JCT.
RUFUS
JOHN DAY DAM
WEST JOHN DAY RIV.
T.3N.
RIVER
U.P.
Biggs
Rufus
Hell Roaring Canyon
Cr.
Helms
Hook
End of Pool
JOHN DAY
Qui
GILLIAM
RIVER
C
SHERMAN
COUNTY
Spanish Hollow
Cr.
To Wasco
R.16E.
R.17E.
R.18E.

7677

5i

7627

1-23-73

January 25, 1973

Mr. David A. Funk
Attorney at Law
Failing Building
Portland, Oregon 97204

MISC. CONTRACTS and
AGREEMENTS No. 4657

Dear Mr. Funk:

As you requested, attached is a fully executed copy of an agreement with Gannon's Landscaping terminating Contract No. 7627 for landscaping Nehalem Bay State Park as of July 22, 1972.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc L. I. Lindas

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1973

To Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

From F. B. Klaboe
State Highway Engineer

Subject Nehalem Bay State Park
Contract No. 7627
Termination Agreement

5i

The subject contract was with Gannon Landscaping and covered planting of trees, shrubs and vines as a landscape improvement in newly developed facilities of Nehalem Bay State Park. The contractor commenced his planting work in the fall of 1971 and completed all the original planting in December. The plantings then entered what is called an "establishment period" as provided in the contract. This requires that the contractor do certain maintenance and care of the plantings through the following summer season and any needed replanting in the fall, and the contract would have been completed when thiss was done.

A controversy with the contractor developed during this establishment period in the summer of 1972. Considerable weeding and grass removal in the planting beds was needed and there was a heavy loss of plants that died. The contractor sought extra compensation for this unreimbursable maintenance work and ultimately pursued this as a claim, which also included other alleged extra work that he had already performed. This claim was pursued up to our Highway Claims Review Board which, after a thorough review, recommended some relief for the contractor.

A compromise with the contractor has now been reached and he has executed an agreement which, in effect, terminates the contract as of July 22, 1972, thereby relieving the contractor of further establishment obligations and also provides that the State reimburse him in the amount of $8,439 for excessive maintenance costs and added work in staking trees which he had performed prior to the

(A)
2 COPIES TO
BE SIGNED

By Secretary

add on contract card

termination date. The State will retain $4,371.55 which had been withheld from the contractor's earlier contract earnings as a guarantee to carry out his establishment obligations. The State has taken over the care of the project and will perform the maintenance and replacement work required with State forces.

Resolvement of the controversy in this manner is believed in the State's best interest and your approval of the termination agreement with the contractor is requested.

This matter will be on the agenda for your consideration at the January 23 meeting.

cc: C. W. Head
George M. Baldwin
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
J. B. Boyd
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dpy

NOTED
C. W. HEAD

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

378
-4759

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

DEPARTMENT OF JUSTICE
~~STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348
408 State Highway Building

January ~~8~~, 1973
17,

David A. Funk
Attorney at Law
Failing Building
Portland, Oregon 97204

RECEIVED
JAN 10 1973
LEGAL

Re: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Funk:

I forward you herewith copies of a proposed agreement to be entered into respecting termination of the above contract. If the terms thereof meet with the approval of you and your client, please have the same executed and return to me for presentation to the Highway Commission for their action.

Mr. McKinney, with whom you were dealing previously, has resigned his position with the State, hence my writing you in connection with the matter. Since the Highway Commission is scheduled to meet on January 23, the return of the executed agreement should be in my hands no later than January 16.

Very truly yours,

LEE JOHNSON
Attorney General

Lindas

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:kg
Attachments

cc - George Baldwin
F. B. Klaboe
A. E. Johnson

1/17/73

Mr. Lindas:

Above agreement enclosed, signed by my client. Please send me a copy of the agreement after it is executed by the Commission.

Thanks for your assistance and co-operation.

QUINTIN B. ESTELL   EARL M. PRESTON
LAWRENCE J. HALL   R. KEN ROBERTS
LESLIE B. HAMPTON   JIM G. RUSSELL
ROBERT A. HOLLAND   JAMES A. SANDERSON
DONALD J. HOWE   JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

408 State Highway Building

January ~~9~~, 1973
17,

David A. Funk
Attorney at Law
Failing Building
Portland, Oregon 97204

RECEIVED
JAN 18 1973
LEGAL

Re: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Funk:

I forward you herewith copies of a proposed agreement to be entered into respecting termination of the above contract. If the terms thereof meet with the approval of you and your client, please have the same executed and return to me for presentation to the Highway Commission for their action.

Mr. McKinney, with whom you were dealing previously, has resigned his position with the State, hence my writing you in connection with the matter. Since the Highway Commission is scheduled to meet on January 23, the return of the executed agreement should be in my hands no later than January 16.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg
Attachments

cc - George Baldwin
F. B. Klaboe
A. E. Johnson

1/17/73

Mr. Lindas:

Above agreement enclosed, signed by my client. Please send me a copy of the agreement after it is executed by the Commission.

Thanks for your assistance and co-operation.

David A Funk

RECEIVED
JAN 11 1973
FOR FILING

7627

1-8-73

SUMMARY OF 1972 CLAIM REVIEW BOARD ACTIVITIES

The Board met 13 times during the year and seven of these meetings were with contractors to hear claims presented in the total amount of $539,619. The largest of these concerned the Fremont Bridge Piers and this claim had been pending since 1970 meeting with the contractor.

The remaining six claims were all new presentations. At the end of the year, the Board had taken a position on all of them and has no unfinished business before it at the present time.

Three claims were denied in their entirety.

Settlements were secured on three claims. Total amounts specifically claimed on these three was $82,572. Compromise agreements were reached on these three claims totaling $45,407 or 55 percent of the amounts originally claimed. A list of the 1972 claims is attached.

Contractors chose to carry two of the claims from the year previous (1971) on into court actions. The Fountain Slide claim trial was held in 1972 and the State's position was upheld in that the court allowed the contractor nothing. The Wilsonville (Lord Bros.) claim has been filed in court with a trial expected some time in 1973.

Since its first meeting in October, 1967, the Claims Board has heard disputes involving 38 highway contracts.

John A. Bond, Secretary
Claims Review Board

RECEIVED
STATE HWY ENGR
JAN 8 '73
REFER TO
FOR
Info | Inves | RID | DIR | Sign | Act | File

JAB:fw
Attach.
cc: F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. I. Lindas
V. E. Skoog

1972 CONTRACT CLAIMS
SUBMITTED TO CLAIMS REVIEW BOARD

Contract Number	Section	Claim Amount
7124	Fremont Bridge Piers (2nd presentation)	$242,922.69
	Denied. (carried over from 1970).	
7610	Eastside (Isthmus Slough) Bridge	Wanted a force account basis to finish plus $6,967.77 for added work.
	Settled for pro-rated steel tonnage correction = $7,530.66 + $6,967.77 as requested.	
7555	Longview Interchange Section	$ 62,388.1
	Compromise settlement for $30,000 plus time extension.	
7323	Sunset Highway-Beaverton	$143,087.00
	Denied	
7627	Nehalem Bay State Park	$ 13,216.00
	Settlement for $8,439 and terminate contract.	
7366	McAlister Lane U'Xing	$ 40,281.68
	Paid $429.83 on one part; denied rest.	
7577	Siletz River (Kernville) Bridge	$ 30,756.08
	Denied.	

JAB:fw
January 8, 1973

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
[illegible]
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE E. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. McCULLOCH
FRANK C. McKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED

7627

408 State Highway Building
November 10, 1972

RECEIVED
STATE HWY ENGR
NOV 13 '72
REFER TO
FOR
Info Inves R/D DIR Sign Act File

David A. Funk
Attorney at Law
Failing Building
Portland, Oregon 97204

Re: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Funk:

In reply to your letter of November 3, the Contractor Claims Review Board has held an additional meeting and is unable to accept the proposed counteroffer contained in your letter of September 8, 1972.

The Board has, however, authorized me to propose, for a full and complete settlement of your claim, the following:

1 - The contract between the parties would be rescinded as of the date your client withdrew his personnel from the job site.

2 - Since the contract will be rescinded, and therefore not completed by your client, there is no way the Board could recommend to the Commission that we pay your client the $4,371.55 in retainage.

3 - The Board believes that, assuming Mr. Gannon can substantiate his costs in staking the trees, in accordance with his previous promise, pay your client up to the sum of $3,000.00. We believe the State benefited by the staking over and above the contract.

4 - The Board is likewise aware that your client probably underestimated, at the time that he bid, the amount of the necessary maintenance expense to insure tree and shrub survival on the Oregon Coast. The reason for this, apparently, was that he had never had a landscaping job on the coast. In any event, it would not now be proper to let him re-figure his bid. The Board believes, however, that the State did benefit from his work and the Board is willing to recommend paying 75% of the sum you requested in

your letter of September 8. If my mathematics are correct this would amount to $5,439.00 as versus the $7,252.00 you request.

In essence Board is willing to discontinue the contract without requiring strict performance by your client or his bonding company. In addition, we are willing to recommend the Commission pay your client $8,439.00 for the staking and the maintenance. The staking amount, as mentioned above is, of course, contingent upon his furnishing us sufficient cost records for purchase and placing of the stakes.

This proposal is for compromise purposes only in an attempt to settle this matter at this time. If not accepted, the Commission will then be requested to advise us how they wish the Highway Division to proceed with respect to this uncompleted contract.

Very truly yours,

LEE JOHNSON
Attorney General

Frank C McKinney

Frank C. McKinney
Assistant Attorney General
and Assistant Counsel to
Highway Division

FCMcK:hg

cc F. B. Klaboe
E. S. Hunter
Bob Schroeder
V. E. Skoog
John Bond
Dave Talbot
United Pacific Insurance Co.

#7627

5

FORM C-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Nehalem Bay State Park

HIGHWAY:

WEEK ENDING: Month of October, 1972

SECTION PREFIX: 29-3336

COUNTY: Tillamook

NAME OF JOB: Nehalem Bay State Park

KIND OF WORK: Landscape Improvement

CONTRACTOR: Gannon's Landscaping

CONTRACT NUMBER: 7627

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 8/2/71

DATE WORK STARTED: 9/7/71

ESTIMATED COMPLETION DATE: In Establishment Period

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 12/31/71

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 60,742.25

EXCLUSIVE OF ENGINEERING: $ 55,437.25

ENGINEERING AUTHORIZATION: $ 5,305

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%*

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 54,081.30

ENGINEERING COST TO DATE: $ 5,934

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %

PERCENT OF AUTHORIZATION: 112 %

DATE PROJECT WAS COMPLETED: December 20, 1972

*Doesn't Include paint retainage

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
NOV 21 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This report covers the month of October, 1972. The contracter has performed no work, there is no change from last months report.

SIGNED ______________ LOCATION Asteria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

[illegible]
FOR FILING

7627

DAVID A. FUNK
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND, OREGON 97204
TELEPHONE 222-1819

September 8, 1972

NOTED
F. B. KLABOE

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
SEP 11 1972
CONSTRUCTION
SECTION
Poése
Glenn
Litchfield
Berg

Mr. John A. Bond, Secretary
Claims Review Board
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Bond:

I presented the offer that was given to me by Mr. McKinney to my client and we have again been going over the Nehalem contract costs in great detail. As I understand it, Mr. McKinney's offer was for the state to pay Mr. Gannon the $3,000.00 for staking the trees if he could substantiate the cost, plus the further sum of $3,000.00 against his excessive maintenance. The state was to keep the $4,371.55 retainage.

To help us in our analysis Mr. Gannon obtained another contractor's maintenance costs for the establishment periods on the jobs he has done on the Oregon coast. The figures obtained were percentages rather than dollar amounts. Based on the experience factor of other jobs under similiar conditions the maintenance expense to the contractor for the establishment period should be 10 to 15 percent of the contract price. If we apply this figure (15%) to Mr. Gannon's contract it would mean that he normally should have had to expend about $7,350.00 for the full establishment period. Prorating this for the seven months that he was on the job it figures out to be $4,287.00.

My client and I also re-examined the figures we used for computing the maintenance for the seven months he was on the job at Nehalem Bay. To avoid any possible controversy about the figures used we have taken the actual material ($728.00) and wages paid ($8,888.00) and added to that a 20 percent figure ($1,923.00) for his overhead and miscellaneous expenses. It is my understanding the 20 percent rate is what the state uses for this on some jobs. Combining these figures we have a total maintenance expense incurred by Mr. Gannon of $11,539.00. If we substract from that the $4,287.00 which should have been the normal maintenance expense there is $7,252.00 due Mr. Gannon over and above normal maintenance expenses. Our position is still the same, i.e. that this additional expense is the result of two factors over which the state had control which were, (1) the improper preparation of the soil prior to making the planting beds available to the contractor and (2) the washing and blowing of grass seed into the planting beds.

In addition to the excessive maintenance the state is still holding $4,371.53 in retainage which is rightfully Mr. Gannon's.

To avoid further complicating the issues we have avoided injecting the unusual weather conditions into our presentation at this time.

In addition to the above, Mr. Gannon has authorized me to offer his services for removal of all of the dead plantings in the areas covered by the contract and seeding the planting area in grass seed at an agreed price of $1,000.00 per acre. Mr. Gannon estimates that there will be approximately fifteen acres of planting area for the grass. This includes the planting beds formerly used and sufficient additional ground surrounding them to dissipate the barkdust that is presently there.

If the board feels it would facilitate the resolution of this difficulty we would be happy to meet with them again at any time with sufficient notice.

Yours very truly,

David A Funk

David A. Funk

DAF:mlh

cc: Mr. Frank C. McKinney

Mr. Paul D. Gannon

9-19-72

copies given [illegible] Claim Board.

Klaboe ←

RECEIVED
1972
FOR FILING

1972-
THE YEAR OF
ACTION

SERVICE PROTECTION INTEGRITY
THE MEANING OF RELIANCE

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
720 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206—383-1481

August 22, 1972

7627

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. John A. Bond
Construction Administration Engineer

Dear Mr. Bond:

United Pacific Bond B-656971
Principal: Gannon's Landscaping
Obligee: Oregon State Highway Commission
Contract No. 7627, Nehalem Bay State Park
Landscape Improvements

Your letter of August 11, 1972 addressed to United Pacific regarding the above contract is acknowledged. A copy of your letter has been referred to our bond principal, Mr. Paul Gannon, for appropriate action on his behalf. Mr. Gannon informs us he and his legal counsel have arranged a meeting with representatives of the State of Oregon to resolve matters involving this project. We trust this can be accomplished shortly without involving the bond.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

jc

cc: Mr. Paul Gannon

8/24/72
Copies to
Floyd Query
J. B. Boyd
Loren Weber
Orig John Bond
FW

Routing
Kessey
Bond D
Walker
Johnsen
RECEIVED
AUG 23 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

NOTED
LLOYD QUERY

RECEIVED
[illegible]

[illegible]

7627

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1972

SUBJECT:

To:
F. B. Klaboe
L. I. Lindas
E. S. Hunter
R. L. Schroeder
V. E. Skoog

FROM:
John A. Bond, Secretary
Claims Review Board

There will be a Claims Review Board meeting Friday, August 25, at 8:30 AM in Room 120 for further consideration of the claim on Nehalem Bay State Park project and several other pending matters.

NOTE
F. B. KLABOE

RECEIVED
STATE HWY ENGR
AUG 22 '72
REFER TO
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | [illegible] | [illegible]

fw

SP*52475-794

F B Klaboe

DAVID A. FUNK
ATTORNEY AT LAW
FAILING BUILDING
PORTLAND, OREGON 97204
TELEPHONE 222-1819

August 18, 1972

Mr. John A. Bond, Secretary
Claims Review Board
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Bond:

Attached hereto is a brief factual statement and some copies of correspondence relating to the above job. It is somewhat brief because of the short period of time before the hearing. Also enclosed are copies for the members of the board.

Thank you for the assistance you have given us and the courtesies you have extended in respect to this matter.

Yours very truly,

David A. Funk

David A. Funk

DAF:mlh

Enclosures

NOTED
F. B. KLABOE

FACTUAL STATEMENT

Job #7627 was put up for bid during the month of July, 1971. Mr. Gannon, dba Gannon's Landscaping, submitted a bid of $48,950.00 which was accepted by letter dated August 25, 1971. See attachment A, page 5 .

Work was commenced about September 7, 1971. The job consisted of planting trees, shrubs and vines as specified in the planting plan. See attachment B, page 6 . The job was completed in mid December, 1971. The Oregon State Highway Division and Park Department made semi-final inspections about December 22, 1971, and payment was made pursuant thereto.

Gannon's Landscaping, the contractor, started maintenance in January, 1972. A man was hired by the name of Chris Mehlig to take care of maintenance in January, February and March, 1972. During this period the park was "flooded" and plantings were standing in water and continued in this condition, more or less, until May, 1972. Incidentally, the geographical area near the contract site was declared a disaster area by the President.

When the weather started to moderate in about mid April or May, heavy weed growth began to appear in the planting beds. Investigation showed this to be caused by the following:

1. The ground beneath the topsoil had not been treated prior to application of the topsoil. Thus, it was only a matter of time until the weeds grew through.

2. Grass seed from the lawn planting area had blown and washed into the planting beds.

By this time maintenance was being handled by two men, Gary Gannon and Ted Raxter. In addition to full time maintenance by these men, additional expense was incurred by the contractor for part of the time spent on the maintenance by two other employees, Bob Carbonneau and Owen Gannon.

About the first part of March, 1972, discussions were held between the contractor and the resident engineer and the inspector about the excessive weed problem. In addition, correspondence was exchanged between the contractor and the resident engineer about the subject. See attachments C, D and E, pages 7, 8 and 9.

The weed problem began to really become severe during themonth of May, 1972. As a result, it was necessary to further increase the work force. Starting about June 20, 1972, there were five men on the job full time trying to maintain weed control at the contract site. They were kept on the job until July 21, 1972, when maintenance was stopped in accordance with Mr. Gannon's letter of July 17, 1972, to the resident engineer. See attachment F, pages 10 and 11.

In addition to the manpower expended, weed control chemicals, both sprays and granules, were used.

The following expenses were incurred in the maintenance of the contract site during the period from late December until late July, i.e. about seven months:

Labor expense - wages paid	$8,888.00
Chemical sprays and granules	728.00
Estimate of contractor's time and expenses	3,400.00
Total	$13,016.00

By way of comparison this contractor installed a comparable planting area under contract #7673, Jantzen Beach Interchange. The amount of area and the number of plantings and the type of shrubs are roughly equivalent to the requirements of the contract in question at Nehalem Bay State Park. The maintenance on the Jantzen Beach Interchange job has averaged about $400.00 per month, including labor and chemicals. Using this figure as a basis for reasonable maintenance the subject contract site has exceeded the "normal" by about $10,216.00 as follows:

Maintenance to date	$13,016.00
Less normal maintenance	2,800.00
Excessive maintenance costs	$10,216.00

This is the figure to which Gannon's Landscaping makes a claim. It should be pointed out that during the actual planting as required by the contract and the specifications the contractor had six men for a period of approximately three weeks attempting to rake the weeds out of the topsoil. No claim is being made for this item of expense.

It is this contractor's sincere belief that before the State of Oregon invests further money in this particular park site, a feasibility study be made to determine whether or not it would be advisable in view of the unusual and unique weather conditions at this location. The severe wind and water conditions in this contractor's opinion, make the usual approach to landscaping a park such as this inapplicable at this location.

. . . .

The Special Provisions and Supplemental Standard Specifications provides that, "No staking will be required for seedlings or for trees 4 feet or less in height." See attachment G, page 12. As a result of the severe wind conditions it became apparent that the smaller trees (3' to 4') would have to be staked. Contractor requested in writing an additional item of expense to cover this work, i.e. staking. It was denied. See letter attachment H, page 13 .

Contractor proceeded to stake the trees in order to protect them from the wind. This added $3,000.00 to the cost of planting. Contractor claims the sum of $3,000.00 for this additional work.

BU 8-21

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 15, 1972

Mr. David A. Funk
Attorney at Law
Failing Building
Portland, Oregon 97204

RE: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Funk:

This will confirm the time of 1:15 P. M. Monday, August 21 for the Claims Review Board meeting with representatives of Gannon Landscaping. This meeting will be held in Room 120, the Staff Conference Room, which is located on the first floor of the State Highway Building on the Capitol Mall in Salem.

I understand the issue to be reviewed concerns the contractor's request to delete further establishment work on this project plus reimbursement for certain establishment costs already incurred.

If you submit written material describing and supporting the claim within the next couple days, I will promptly provide copies to the Board members and our field engineers in advance of the meeting. At this time, I am sending the Board members copies of Mr. Gannon's July 16 letter to Resident Engineer Loren Weber.

Very truly yours,

NOTED
F. B. KLABOE

John A. Bond, Secretary
Claims Review Board

JAB:fw
cc: F. B. Klaboe
L. I. Lindas
E. S. Hunter
R. L. Schroeder
V. E. Skoog
C. G. Swenson
J. B. Boyd
Loren Weber

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

GANNON'S LANDSCAPING
9359 S. E. KNIGHT STREET PORTLAND, OREGON 97266
Telephone 777-3604

July 17, 1972

Mr. Loren Weber
Resident Engineer
P.O. Box 804
Astoria, Oregon 97103

Re: Nehalem Bay State Park
Contract No. 7627

Dear Mr. Weber:

After receiving your letter of July 12, 1972, and reviewing it carefully several times I feel it is necessary to again restate some facts so that there will not be any misunderstanding as to the position I am in and action I intend to take.

When I submitted my bid for the above contract in the Nehalem Bay State Park my figures was based, at least in part, on the assumption that the soil had been prepared in accordance with state specifications, particularly No, 203.48, "Grading of Planting Areas". As you know, the soil was not prepared as is required by that specification. As a result, the weeding problem has been excessive to the point where I have had to expend a very substantial amount of money, ($7,000.00, plus overhead) in maintenance labor through July 14, 1972, trying to control a problem that was caused by the state. As I pointed out in my previous letter of June 26, 1972, the topsoil was placed on the ground to be used as a planting area without any treatment of the weeds before doing so. It becomes extremely difficult if not impossible to attempt chemical control of the weeds after the topsoil has been placed. It is my opinion that approximately fifty percent of the weed problem is the result of growth coming through from the ground beneath the topsoil. In addition, grass seed planting on adjacent areas was not adequately covered to protect it from the wind and it has blown into the planting bed area causing further aggravation of the weed problem. Because of these factors, this letter is a request that I be reimbursed for the cost to me over and above what normal weed control expenditures would be. At the present rate it is my opinion that this expense will probably be in the neighborhood of $ 50,000.00 by the time the growing season is over. Incidentally, I have already expended approximately $1,000.00 in weed control chemicals trying to resolve this problem without success. As you can see from these figures this is a very serious problem.

I also want to take this opportunity to outline the situation with respect to the trees at the same location. As you undoubtedly know, the state specifications provide that no trees under three to four feet need be staked. After we started planting trees at the Nehalem park location they blew over. As a result of correspondence between myself and the state I proceeded to stake the trees to avoid losing them. You will find the letter in your file dated September 24, 1971 in which I explained what the cost of this work would be. Inasmuch as this work was done with the knowledge and consent of the state I feel it is only reasonable and fair that I be reimbursed for the extra cost to me in the amount of $3,000.00.

Attachment F

You will note this is substantially less than I had orginally advised you what the cost would be. Incidentally I took samples of plantings to Portland State University and had them analized. The results of these tests showed severe wind burn and deterioration of the root systems because of too much water. I am passing this information along to you for your consideration in planning future planting beds in that area.

I have discussed the above problems with my attorney and he agrees with me that I should make one more attempt to resolve this matter without formal legal action. I am sure you would agree that I have in no way tried to shirk my responsibility in connection with the items discussed above. All I am seeking is to be fairly compensated for expenses that have fallen on me as a result of work done over which I had no control. In view of high continuing maintenance expense on the Nehalem job I must have this resolved by July 21, 1972. Otherwise, this letter is to notify you that I intend to remove my maintenance crews from that location as of 5:00 p.m. on that date. I further intend to instruct my attorney to take whatever action is necessary to recover my losses.

Sincerely,

Paul D. Gannon
Gannon's Landscaping

682.36 Soil Conditioners - A 2-inch layer of mushroom compost shall be thoroughly incorporated into the planting beds prior to planting.

Individual trees not located in planting beds shall have 3 cubic feet of mushroom compost thoroughly mixed in the topsoil backfill in the planting hole. Mushroom compost required in the planting of seedling trees will be at the rate of 1/2 cubic feet per tree.

682.37 Fertilizing of Trees, Shrubs and Vines - The following fertilizers shall be applied at the rates indicated:

Fertilizer	Rate
22-16-8	1 lb. per tree per application
22-16-8	1/2 lb. per shrub per application
22-16-8	1/8 lb. per seedling or vine per application

Where trees, shrubs or vines are planted in beds, the first application of fertilizer shall be made at the time of planting and shall be thoroughly incorporated into the planting bed along with the mushroom compost.

682.38 Pruning and Staking Trees - Tree stakes shall be of a length that will provide a stake extending 36 inches above ground level when driven as specified. No staking will be required for seedlings or for trees 4 feet or less in height.

Tree ties shall be located 6 inches below the top of the stake.

Type of Tie	Approx. Size
Plastic, Green or Black	1" wide
Elastic Belt Webbing	3/4" wide
Flexible Rubber Tubing	7/16" O.D.

No wire shall be used with any of the above ties.

682.41 Mulching - The following mulches shall be applied at the rates or depths indicated:

Type of Mulch	Depth
Bark	2-inches

GANNON'S LANDSCAPING
9659 S. E. KNIGHT STREET PORTLAND, OREGON 97266
Telephone 777-3604

REGION 2 ENGINEER
RECEIVED
JUL 19 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

July 16, 1972

Mr. Loren Weber
Resident Engineer
P.O. Box 804
Astoria, Oregon 97103

Re: Nehalem Bay State Park
Contratt # 7627

Dear Mr. Weber:

After receiving your letter of July 12, 1972, and reviewing it carefully several times I feel it is necessary to again restate some facts so that there will not be any misunderstanding as to the position I am in and action I intend to take.

When I submitted my bid for the above contract in the Nehalem Bay State my figures was based, at least in part, on the assumption that the soil had been prepared in accordance with state specifications, particularly No. 203.48, "Grading of Planting Areas". As you know, the soil was not prepared as is required by that specification. As a result, the weeding problem has been excessive to the point where I have had to expend a very substantial amount of money, ($7,000.00, plus overhead) in maintenance labor through July 14, 1972, trying to control a problem that was caused by the state. As I pointed out in my previous letter of June 26, 1972, the topsoil was placed on the ground to be used as a planting area without any treatment of the weeds before doing so. It becomes extremely difficult if not impossible to attempt chemical control of the weeds after the topsoil has been placed. It is my opinion that approximately fifty percent of the weed problem is the result of growth coming through from the ground beneath the topsoil. In addition, grass seed planting on adjacent areas was not adequately covered to protect it from the wind and it has blown into the planting bed area causing further aggravation of the weed problem. Because of these factors this letter is a request that I be reimbursed for the cost to me over and above what normal weed control expenditures would be. At the present rate it is my opinion that this expense will probably be in the neighborhood of $50,000.00 by the time the growing season is over. Incidentally, I have already expended approximately $1,000.00 in weed control chemicals trying to resolve this problem without success. As you can see from these figures this is a very serious problem.

I also want to take this opportunity to outline the situation with respect to the trees at the same location. As you undoubtedly know, the state specifications provide that no trees under three to four feet need be staked. After we started planting trees at the Nehalem park location they blew over. As a result of correspondence between myself and the state I proceeded to stake the trees to avoid losing them. You will find the letter in your file dated September 24, 1971 in which I explained what the cost of this work would be. Inasmuch as this work was done with the knowledge and consent of the state I feel it is only reasonable and fair that I be reimbursed for the extra cost to me in the amount of $3,000.00. You will note this is substantially less than I had originally advised you what the cost would be. Incidentally I took samples of plantings to Portland State University and had them analized. The results of these tests showed severe wind burn and deterioration of the root systems because of too much water. I am passing this information along to you for your consideration in planning future planting beds in that area.

GANNON'S LANDSCAPING
9659 S. E. KNIGHT STREET PORTLAND, OREGON 97266
Telephone 777-3604

I have discussed the above problems with my attorney and he agrees with me that I should make one more attempt to resolve this matter without formal legal action. I am sure you would agree that I have in no way tried to shirk my responsibility in connection with the items discussed above. All I am seeking is to be fairly compensated for expenses that have fallen on me as a result of work done over which I had no control. In view of high continuing maintenance expense on the Nehalem job I must have this resolved by July 21, 1972. Otherwise, this letter is to notify you that I intend to remove my maintenance crews from that location as of 5:00 p.m. on that date. I futher intend to instruct my attorney to take whatever action is necessary to recover my losses.

Sincerely,

Paul D. Gannon

Paul D. Gannon
Gannon's Landscaping

OREGON STATE
HIGHWAY DEPARTMENT
Loren A. Weber
P.O. Box 804
Astoria, Oregon 97103
July 12, 1972

Re:Maintenance
Nehalem Bay State Park
Contract # 7627

Mr. Paul Gannon
Gannons Landscaping
9659 S.E. Knight
Portland, Oregon 97266

Dear Paul,

This will reiterate Mr. Wimers verbal instructions of Tuesday, July 11, 1972, when he stated that you will be required to continue the maintenance under the contract specifications.

As of this time, it is our opinion that the weed problem is something that is not out of the ordinary, but normal to the coastal area where there is an abundance of rain, which when warm weather occurs, accelerates growth very rapidly. This coupled with the large area, fertilization and the prevailing winds which hampered your spraying in the early months of the spring, allowed the weed growth to get ahead of your forces to where, as you stated, it now takes a large amount of time to care for each bed. This in itself works against you from the standpoint that by the time you have gone through the area, the first requires treatment again.

Probably you need to thoroughly investigate the possible weed sprays which may be used to stop the growth from the roots remaining after the physical weeding has been completed.

Should you have further comments, please feel free to submit these to me.

Very Truly Yours

Loren A. Weber
Resident Engineer

cc:Gerald Wimer
H. L. Spooner

Attachment E

June 26, 1972

Mr. Loren Weber
Resident Engineer
Astoria, Oregon

Re: Nehalem Bay State Park

Dear Mr. Weber:

In regards to your letter about the maintenence at the Nehalem State Park. I will do everything possible to take care of weed control, However I would like this opportunity to explain why we are having such a problem.

When I made a pre-inspection before bidding job, I found it to be reasonably clean and didn't anticipate such a weed problem. As you know the state parks division applied top soil from 4" to 6" deep over entire pa park. They placed this top soil over existing turf and weed's. I believe measures should have been taken to kill existing turf and weeds before applying top soil.

When I started tilling compost into shrub beds and planting areas all the turf and weeds begin to show. As (Chip's) our inspector will verify we raked as much of this sod roots and weeds out of planting areas a as possible.

Chips and I discussed weed control measures from the very start, but there was nothing I could use without jeopardizing the vines in this planting. I couldn't use casseron or simozine, because I had these vines (approx. 30,000) to plant in all areas and it states by manufacturer "Don't use in sandy soil of ground cover plants!) There is some types of chemical spray that could have been used to kill all existing sod and weeds but it takes approx. 9 months to 1 year for it to dissipate enough to put planting's in. It would have been a small expense to state parks to have taken these measures. Now I am maintaining such a weed problem at the cost of $1,800.00 monthly for something that was no fault of mine.

At this time I have $ 4,900.00 in maintainence that I feel wasn't necessary if state parks would have used any measures at all.

I'm taking my crew to Nehalem , June 26, 1972, this means I will be carrying $ 3,500.00 monthly on maintainence through the summer. The way I feel this isn't fair to burden me with this kind of expense.

If the top soil had been applied by me, I would have felt entirely responsible for conditions as they occured. It was a pleasure to work with you and the inspector on the park and no one feels any worse than I about conditions at the park..

If you would read Sec. 203.48 "Grading of planting areas" I think you can understand my position. With the combination of all this erroneous workmanship I'm suffering severe financial output.

Therefore, I think maintainence at Nehalem Bay should not have been such an expense to me now or in the future.

It is my sincere belief that I could have maintained Nehalem Bay for the sum of $ 2,000.00, if it hadn't been for these items mentioned. I feel that any cost to me above this amount, I should be reimbursed for.

Hopefully you will give this matter fair consideration and honest judgement.

Sincerely,

Paul D. Gannon

Attachment D

OREGON STATE
HIGHWAY DEPARTMENT
Loren A. Weber
P.O. Box 804
Astoria, Oregon 97103
May 23, 1972

Re: Maintenance
Nehalem Bay State Park
Prefix 29-3336-900
Contract # 7627

Mr. Paul Gannon
Gannon's Landscaping
9659 S. E. Knight
Portland, Oregon 97266

Dear Paul,

I'm sorry I missed you last Friday as I would have liked to have gone over the area with you. However, Mr. Hollingworth (Chips) and I looked at the entire area and find a large amount of weeds and native grass which needs removing from the planting beds.

The work done by your people when they were in the area a couple of weeks ago was fine except they quit much too soon. Our present time estimate to do the weeding being about 2 man months with this time spent on the pysical removal of the weeds.

After they have been once removed, spraying on a spot basis would undoubtedly control those that came up during the remainder of the establishment period.

To spray kill those in existence at present will be difficult due to the comparatively short allowable work time on account of the wind and the remains would still be in place, thus creating and objectionable appearance to the beds.

My inspector, Mr. Hollingworth, will be working with your people to guide them in what needs to be done.

Very Truly Yours,

Loren A. Weber
Resident Engineer

cc:Gerald Wimer

15 B

OREGON STATE
HIGHWAY DEPARTMENT
Loren A. Weber
P.O. Box 804
Astoria, Oregon 97103

October 14, 1971

re: Tree Staking
Nehalem Bay State Park
Contract # 7627

Mr. Paul D. Gannon
Gannon's Landscaping
9659 S. E. Knight Street
Portland, Oregon 97266

Dear Mr. Gannon,

You wrote me a letter on September 24 requesting that consideration be given to the State paying for the staking of trees of the 3' - 4' height.

This proposal has been studied and denied on the basis of paragraph 6 of the Standard Specifications, Section 682.42.

Should you wish to do this work for your own protection at your expense, there is, of course, no objection.

Sincerely,

Loren A. Weber

Loren A. Weber
Resident Engineer

cc: J. B. Boyd

Attachment H

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING ○ SALEM, OREGON ○ 97310

August 25, 1971

Gannon's Landscaping
9659 S. E. Knight Street
Portland, Oregon 97266

Dear Mr. Gannon:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7627 for
landscape improvement in
Nehalem Bay State Park
in Tillamook County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

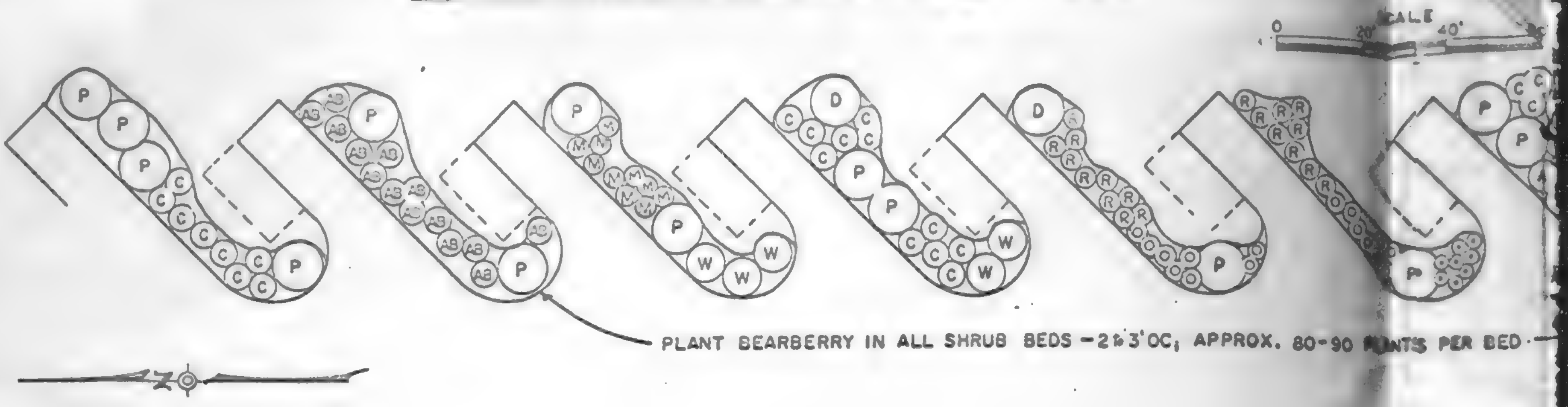
kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

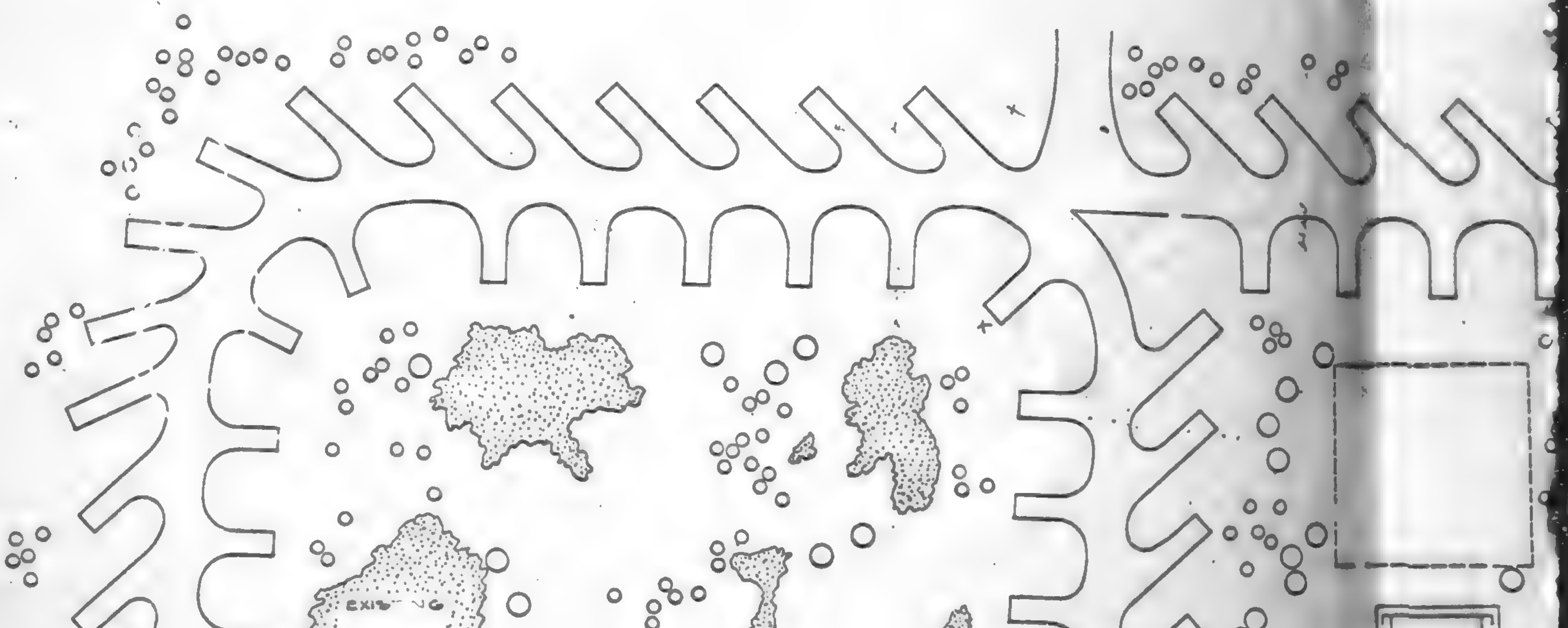
United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Attachment A

T ICAL SCREEN PLANTING FOR CAMP ST LS (Trailers)

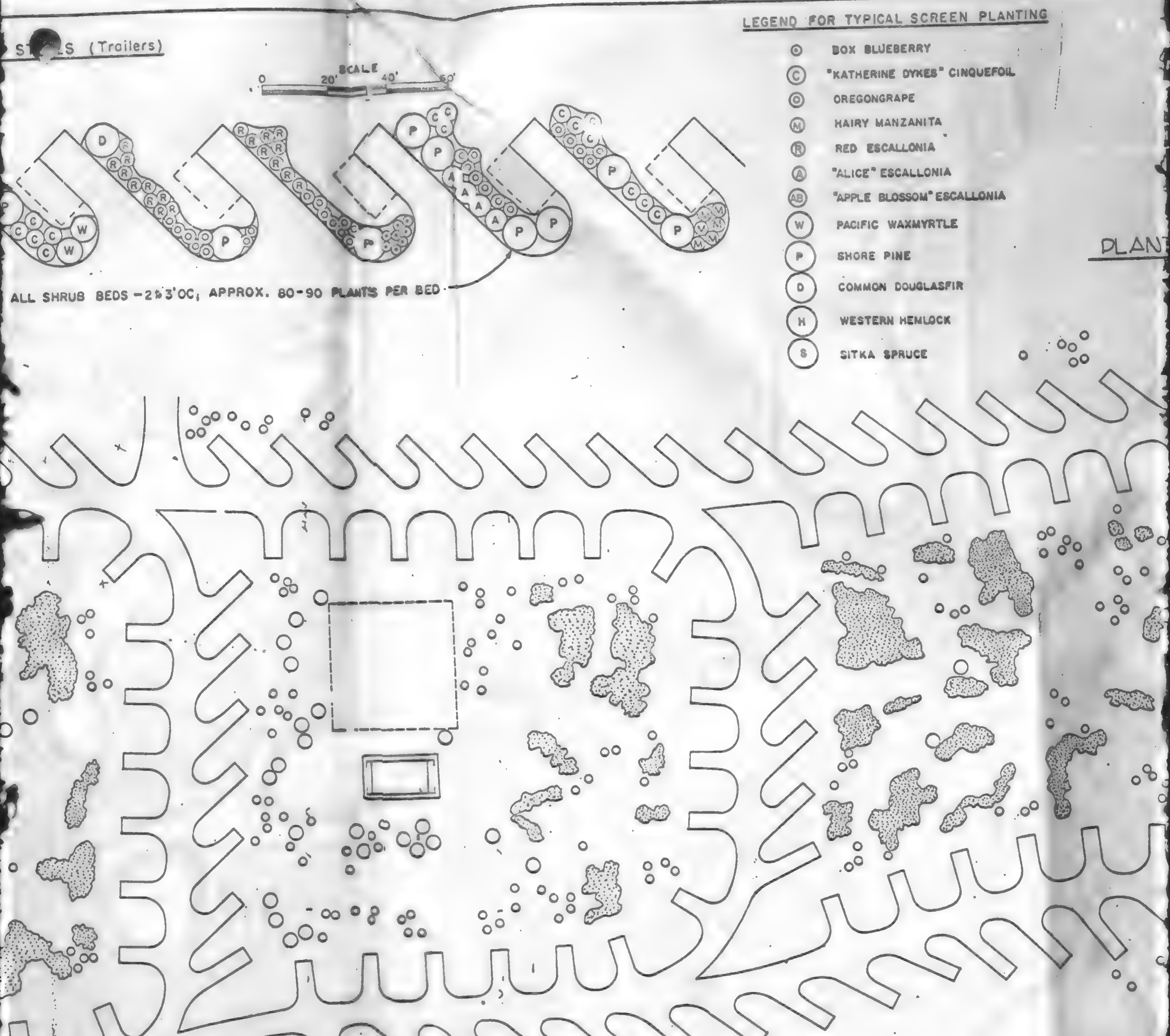

SCALE
0
20'
40'
P
C
AB
M
W
D
R
H

PLANT BEARBERRY IN ALL SHRUB BEDS – 2 & 3' OC; APPROX. 80-90 PLANTS PER BED


EXISTING VEGETATION
D
AB
H
P
C
W

PLANT SHORE PINE SEEDLINGS SHOWN THUS: ○

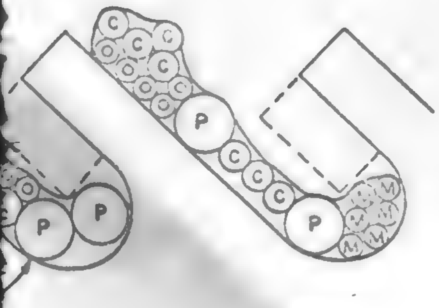
PLANT SHORE PINE 4'–5' SHOWN THUS: ○

(Trailers)
SCALE
0
20'
40'
60'
LEGEND FOR TYPICAL SCREEN PLANTING
⊙ BOX BLUEBERRY
C "KATHERINE DYKES" CINQUEFOIL
◎ OREGONGRAPE
M HAIRY MANZANITA
R RED ESCALLONIA
A "ALICE" ESCALLONIA
AB "APPLE BLOSSOM" ESCALLONIA
W PACIFIC WAXMYRTLE
P SHORE PINE
D COMMON DOUGLASFIR
H WESTERN HEMLOCK
S SITKA SPRUCE
ALL SHRUB BEDS - 2 & 3' OC, APPROX. 80-90 PLANTS PER BED
PLAN
TYPICAL SCREEN PLANTING FOR CAMP ST
PLANT BEARBERRY IN ALL SHRUB BEDS — 2 & 3' OC APPROX. 70-80 PLANTS PER
C
W
P
R
A
AB
H
D
M

NEHALEM BAY STATE PARK TILLAMOOK COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Index

LEGEND FOR TYPICAL SCREEN PLANTING

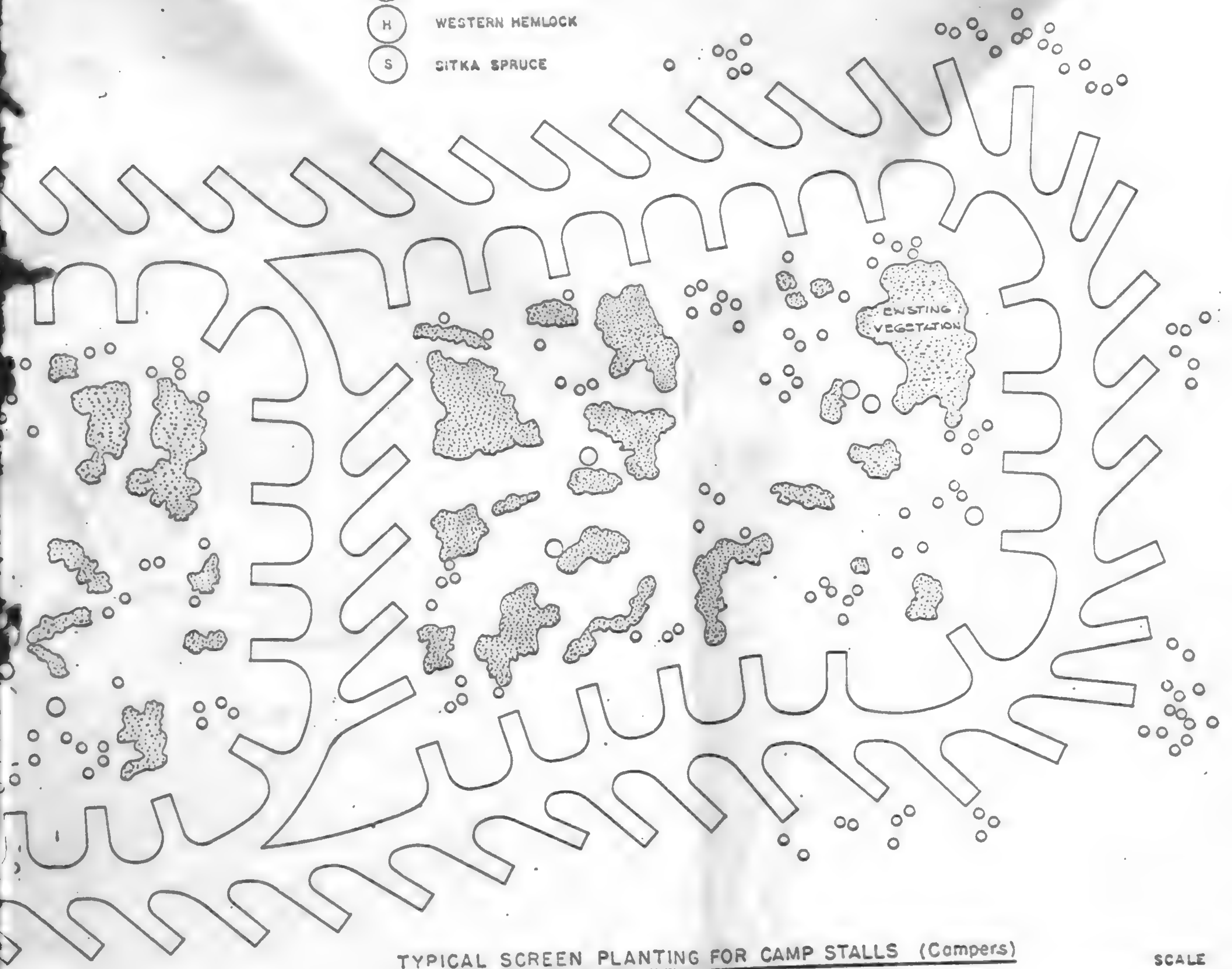
⊙	BOX BLUEBERRY
C	"KATHERINE DYKES" CINQUEFOIL
◎	OREGONGRAPE
M	HAIRY MANZANITA
R	RED ESCALLONIA
A	"ALICE" ESCALLONIA
AB	"APPLE BLOSSOM" ESCALLONIA
W	PACIFIC WAXMYRTLE
P	SHORE PINE
D	COMMON DOUGLASFIR
H	WESTERN HEMLOCK
S	SITKA SPRUCE



SCALE IN FEET

0 50 100 200

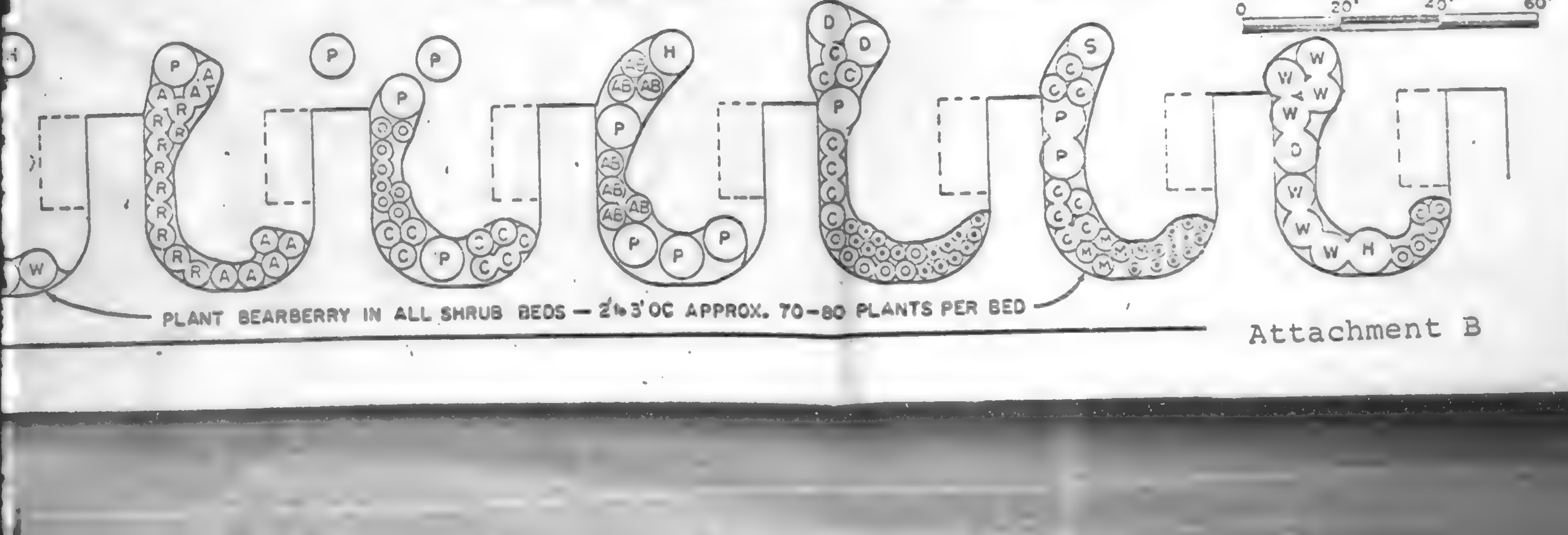
PLANTING PLAN — "A" LOOP



TYPICAL SCREEN PLANTING FOR CAMP STALLS (Campers)

SCALE

0 20' 40' 60'



PLANT BEARBERRY IN ALL SHRUB BEDS — 2' to 3' OC APPROX. 70-80 PLANTS PER BED

Attachment B

RECEIVED
[illegible]
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • • 97310

7627

CERTIFIED MAIL

August 11, 1972

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

RE: Nehalem Bay State Park
Landscape Improvement
Contract No. 7627
Gannon's Landscaping

Gentlemen:

This is to notify you of our concern regarding fulfillment of contract obligations on the subject project on which Gannon's Landscaping, 9569 S.E. Knight Street, Portland, is the prime contractor.

The original planting work was completed in December, 1971 and the project is now in the required establishment period. We are concerned that badly needed establishment work, such as weeding, is not being performed.

For your additional information, I attach a copy of our Resident Engineer's July 12 letter to the contractor on this subject. I am advised there has been no activity on the project on the part of the contractor at least since July 21.

If you need further information from us in regard to this matter, please feel free to contact the undersigned, or the Region Engineer, J. B. Boyd, 205 East Salem Highway Building, Salem, phone 378-2626, or the Resident Engineer, Loren Weber, 705 West Marine Drive, Astoria, phone 325-5646.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

John A. Bond
Construction Administration Engineer

Cc ✓

JAB:fw
Enc.
bc: Floyd Query ✓
A. E. Johnson
L. I. Lindas
J. B. Boyd
Loren Weber

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

Form E-123

RECEIVED
AUG 25 1971
FOR FILING

29-3336

7627

August 23, 1971

Gossen's Landscaping
9626 S. E. Knight Street
Portland, Oregon 97266

Dear Mr. Gossen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7627 for
landscape improvement in
Nehalem Bay State Park
in Tillamook County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
David Talbot
J. B. Boyd
Loren Weber

RECEIVED
AUG 4 - 1971

FOR FILING

29-3336
7627

August 3, 1971

Paul Gammon Landscaping
9659 S. E. Knight
Portland, Oregon 97266

Gentlemen:

The State Highway Commission on August 2, 1971, awarded to you State Highway Contract No. 7627 in the amount of $48,950 for landscape improvement in Nehalem Bay State Park at Manzanita in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
I. D. Merchant
David Talbot
J. B. Boyd
Loren Weber
William Geibel (SAIF)

MAY 11 1972

FOR FILING

7628

May 11, 1972

U. S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

On April 27, 1972, we wrote to you concerning release of final payment on Contract No. 7628 awarded to John C. Sandford Construction for work in Neskowin Beach State Wayside in Tillamook County.

Final payment on this contract is $678.93 and the total contract amount is $38,742.55 including $178.93 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc John C. Sandford Construction
1045 Spruce Street
Junction City, Oregon 97448

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
J. E. Boyd

RECEIVED
APR 27 1972
FOR FILING

7628

April 27, 1972

U. S. Fidelity and Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 7628 awarded to John C. Sandford Construction for a toilet building in Neskowin Beach State Wayside in Tillamook County was completed on January 3, 1972, and accepted by the Highway Commission on April 24, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 2, 1972.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc John C. Sandford Construction
1045 Spruce Street
Junction City, Oregon 97448

C. T. Keasey
Walt Hart
V. E. Shoog
Attn: John Kerr
J. B. Boyd

RECEIVED
APR 27 1972

FOR FILING

7628

DATE April 25, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7628, Work Completed January 3, 1972

Project Neskowin Beach State Wayside

Highway - - County Tillamook

Type of Work Toilet Building

Contractor John C. Sandford Construction

Recommended Acceptance Date April 24, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

$7628^{2,1,1}$

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Neskowin Beach Wayside

WEEK ENDING: April 8, 1972

SECTION PREFIX: 29-3337

HIGHWAY: Off 101

COUNTY: Tillamook

NAME OF JOB: Neskowin Beach Toilet Building

KIND OF WORK: Const. Bldg.

CONTRACTOR: John C. Sandford Const. Co.

CONTRACT NUMBER: 7628

FEDERAL AID PROJECT NUMBER: --- --- ---

DATE OF CONTRACT: August 2, 1971

DATE WORK STARTED: August 3, 1971

XXXXXX COMPLETION DATE: Jan. 3, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 31, 1971

PERCENT OF TIME ELAPSED: 100 +

PROJECT AUTHORIZATION: 42,007.76

EXCLUSIVE OF ENGINEERING: 38,338.96

ENGINEERING AUTHORIZATION: $ 3,668.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: 38,815.96

ENGINEERING COST TO DATE: $ 5,800 ±

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: +1 %

PERCENT OF AUTHORIZATION: +17 %

DATE PROJECT WAS COMPLETED: Jan. 3, 1971 except extra work on Feb. 3, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Lt. showers			Final work done this date
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kessey K
RECEIVED
APR 5 1972
CONSTRUCTION SECTION
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

April SUNDAY 2	
MONDAY 3	Final work done this date. See below.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The replacement for the faulty ballast in the area light was installed on April 3rd. This ballast has been on order and holding up the completion of the job for some8 or 9 weeks. With this installation, the project, to the best of my knowledge, is now fully complete and acceptable.

SIGNED George Danforth LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 24 1971
FOR FILING

29-3337

7628

August 19, 1971

John C. Sandford Construction
1045 Spruce Street
Junction City, Oregon 97448

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7628 for a
toilet building in Neskowin
Beach State Wayside in
Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
David Talbot
J. B. Boyd
George Danforth

RECEIVED
AUG 4 - 1971

FOR FILING

29-3337
7628

c

August 3, 1971

John C. Sandford
1045 Spruce Street
Junction City, Oregon 97448

Gentlemen:

The State Highway Commission on August 2, 1971, awarded to you State Highway Contract No. 7628 in the amount of $34,588 for a toilet building in Neskowin Beach State Wayside in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
I. D. Merchant
David Talbot
Geo Danforth
J. S. Boyd
William Geibel (SAIF)

RECEIVED
MAY 21 1971

FOR FILING

SP*52908-734

29-3337
7628

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
May 18, 1971

SUBJECT: Neskowin Beach State Wayside
Tillamook County
Bridge No. 13546

To:

Mr. David G. Talbot
State Parks Superintendent

BUILDING

NOTED
A. E. JOHNSON

Attached is one print each of the perspective and plan and elevation drawings for the proposed toilet building to be constructed at the above subject site.

Also attached are three xerox sheets showing the proposed construction materials, equipment, and estimated cost.

These drawings are being furnished to you at this time for your review and approval. After reviewing these preliminary plans, please route to Mr. E. S. Hunter and Mr. L. P. Shaw for their approval and/or comments.

In order that we may start work on the final plans, to meet a June 4 deadline for July projects, it is requested that review and approval be expedited.

The estimated cost for this building is $33,600 which includes an allowance for engineering and contingencies.

ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

DOC:dh
Attachments
cc A. E. Johnson
E. S. Hunter
D. O. Christensen

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7630 — 2-27-74

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copier to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-587(2)	Union	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of a channel change and roadbed embankments, a 129 foot 3 span bridge over the Grande Ronde River on the Grande Ronde River Bridge (Booth Lane) Section of FAS 948 in Union County.

FEB 27 1974
REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Target Dredging and Pile Driving Company	$ 129,344.00

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* ______________________

TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

MAR 1 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER
3-1-74
cy Const.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
0010	0.250	32	X080	0.025

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. A. Nichols	1-26-71

12. IN COMPANY WITH
J. Schlieski, Resident Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE R. A. Nichols		16. SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
14. TITLE Area Engineer	15. DATE 2-27-74	17. TITLE District Engineer	18. DATE FEB 27 1974

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7630

CHARLES R. CATER
ATTORNEY AT LAW
CATER BUILDING
P. O. BOX 221
LA GRANDE, OREGON 97850

CHARLES R. CATER
MICHAEL V. JOHNSON

TELEPHONE 963-4831

7630

April 19, 1973

Mr. Stephen L. Gallagher, Jr.
RANKIN, WALSH, RAGEN AND ROBERTS
Attorneys at Law
620 Morgan Building
Portland, Oregon 97205

Re: Mr. Russell Elmer, Alicel, Oregon 97811

Dear Mr. Gallagher:

This letter is written on behalf of Mr. Russell Elmer of Alicel, Oregon and concerns use by the Target Dredging and Pile Driving Company of Mr. Elmer's 304 Koehring Drag Line from October 5, 1971 to December 3, 1971.

It seems appropriate to set forth the details of this transaction, with special emphasis on the point that from the outset, the drag line was rented by Target Dredging and Pile Driving Company on an hourly basis. Mr. Elmer was first contacted by the construction company in the early part of October. A foreman at the construction site of the bridge on the Grande Ronde River, hailed Mr. Elmer as he drove across the site, and asked him if he owned the three-quarter yard drag line sitting nearby. Mr. Elmer replied that he did own it and was then asked about the possibility of renting the piece of equipment for a few days. In the hearing of Mr. Elmer's hired man, Kenneth Frank, Mr. Elmer replied that he had much work to do with that machine, but that he could spare it to the construction company for a few days.

The understanding between the parties was that Target Dredging and Pile Driving Company would use the drag line for a few days, that Target would furnish an operator and do the servicing of the equipment, and would keep a record of the hours of use. There are witnesses, which we can produce, to the fact that the construction company originally promised to keep track of the hours of use of the machine for rental charge purposes. In addition to those witnesses, the State Highway Department maintained a transcript of the hours the machine was operated, and the operator of the drag line, a Mr. Oxley, also kept an hourly log. Mr. Elmer's hired man will testify that Mr. Elmer had need for the services of the drag line in the near future, and would not have consented to permitting the construction company to use said equipment for more than a few days. Mr. Elmer only permitted the construction company to use the drag line because he could see that they were having problems meeting their schedule and he wanted to give them short term [illegible]

NOTED
C. W. HEAD

NOTED
R. M. GRA[illegible]

A few days after the company began using Mr. Elmer's drag line, the company removed its own crane from the job site. Mr. Elmer asked the foreman why the construction company's crane had been taken away. The foreman replied that they were "in a bind" on another job, and needed the crane, but that they would be bringing it right back. However, the crane was never returned to the site and the construction company continued to use Mr. Elmer's equipment exclusively. Once the construction company's equipment was removed, Mr. Elmer felt an obligation to the construction company and to his neighbors to allow his drag line to continue to be used by the company, even though it meant that he, himself, could not perform ditch cleaning and other work which needed to be done. Of course, Mr. Elmer realized that the hourly rental expenses for the crane were mounting, but he assumed that the construction company had made a deliberate choice to send its own machinery to a different site and to continue to use Mr. Elmer's drag line at the agreed upon hourly rental.

In early December, 1971, Mr. Yost, who represented himself to be a manager for Target Dredging and Pile Driving Company telephoned Mr. Elmer and offered to pay him $6.00 per hour for a sum of 126 hours. Mr. Elmer knew that the total use of the equipment had been approximately 300 hours, so he refused that particular offer. In early January, Les Wendell, who had been foreman of the bridge construction project, personally came to Mr. Elmer's house and for the first time mentioned the possibility of a monthly rental payment at approximately $1,300 per month for two months. Mr. Elmer explained to Mr. Wendell that the original agreement had been for an hourly rent and that he would insist upon the terms of the original agreement.

As can be seen from an examination of the actual facts of this matter, there was never any mention of a monthly rental rate until long after the work had been completed and the drag line returned to the custody of Mr. Elmer. Moreover, the initial settlement offer from Mr. Yost was couched in terms of an hourly rental figure. Finally, the fact that Mr. Elmer eventually was unable to complete badly needed farm maintenance work because the construction company was using the drag line is final and conclusive evidence that he did not at the outset contemplate losing the use of his equipment for longer than a few days.

In arriving at the rental fee of $4,950, Mr. Elmer relied upon a book which the State Highway Department uses in fixing rental charges. This book calls for an hourly rate of $19.75 per hour, without an operator, for use of such a drag line. Mr. Elmer and Mr. Joseph A. Schlieski, Resident Bridge Engineer, decided that a flat fee of $15.00 per hour would be reasonable since the renter was furnishing maintenance. State Highway Department records revealed that the drag line had been used for 330 hours for a total rent due of $4,950.00.

It must also be pointed out that Mr. Elmer at no time consented to receive the old bridge as part-payment for the rental on the drag line. He did grant permission to the construction company to leave the old bridge on a corner of his property near the river and even assisted the company in moving the bridge to its present site, but he did not, and will not, accept any portion of the old bridge as part-payment of the rental fee.

I respectfully request that in view of the additional facts I have mentioned and the knowledge that we can substantiate with witnesses every statement contained herein, you re-evaluate the amount of money you consider to be fair rental for the use of Mr. Elmer's equipment.

With kindest regards,

Sincerely,

MVJ:ms
cc: Target Dredging and Pile Driving Company
cc: Mr. Russell Elmer
cc: Oregon State Highway Department

5

7630

COPY

LAW OFFICES
RANKIN, WALSH, RAGEN & ROBERTS
620 MORGAN BUILDING
PORTLAND, OREGON 97205

JOHN W. SHULER (1892-1971)
HOWARD A. RANKIN
MICHAEL J. WALSH
RONALD K. RAGEN
RICHARD D. ROBERTS
BRUCE B. SAMSON
STEPHEN L. GALLAGHER, JR.
GILE R. DOWNES
LEWIS M. KING
DOUGLAS R. COURSON

TELEPHONE 224-4422
AREA CODE 503

April 3, 1973

7630

7630

Mr. Russell Elmer
Cove, Oregon

Dear Mr. Elmer:

We are in receipt of your letter to Target Dredging & Piledriving Company dated March 22, 1973 with a return address indicated as Cove, Oregon.

Referencing mine to you of April 27, 1972 and June 30, 1972, my client continues to desire to settle accounts with you. I have been authorized to make the following offer in resolution of all claims over Target's use of your dragline in connection with the Grande Ronde River Bridge Project in Union County.

Our client is prepared to forward to you immediately the net sum of $2,022.00 calculated as follows: Two months' rental of your dragline at a monthly rental rate as found in the Associated Equipment Dealer's Guide of $1,311.00, or a total rental of $2,622.00 less $600.00, representing the value of the old bridge which you received, for a net obligation from Target to you of $2,022.00. We would expect a release from you for any excess you have claimed by notice to the Oregon State Highway Division through Mr. Schlieski.

We trust that you will accept this offer, enabling this unfortunate dispute to be resolved at long last. While my client prefers to settle this matter in an amicable fashion, any litigation you may see fit to institute will be vigorously resisted by both my client and United Pacific Insurance Company. We will employ all defenses legally at our disposal, including those contained in ORS Chapter 279.

NOTED
C. W. HEAD

RECEIVED
APR 5 - 1973
OREGON
STATE HIGHWAY COMMISSION

Please advise us of your acceptance of this proposal in order that we may make our prompt payment to you and finally dispose of this matter.

May we hear from you without delay?

Very truly yours,

RANKIN, WALSH, RAGEN & ROBERTS

Stephen L. Gallagher Jr

Stephen L. Gallagher, Jr.

slg-a

cc United Pacific Insurance Company
Target Dredging & Piledriving Company
Mr. C.W. Head, Secretary, Oregon State Highway Commission
Mr. Joseph A. Schlieski

T A R G E T
Dredging & Piledriving Company
P. O. Box 17278
9209 N. Calvert Avenue
Portland, Oregon 97217
503-283-2481

7630

March 21, 1973

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attn: Mr. C. W. Head, Secretary,
Oregon State Highway Commission

Subject: Mr. Russell Elmer, Alicel, Oregon 97811
Your letter to Mr. Elmer March 13, 1973:

His claim was filed with Sec. of State on 5-1-72 C.H.

Dear Mr. Head:

Target Dredging & Piledriving Company, General Contractor for the State of Oregon project FAS 948, Union County Contract # 7630 had rented Mr. Russell Elmer's 304 Koehring dragline from October 5, 1971 to December 3, 1971, which is one day short of two months.

The Associated Equipment Dealers Guide, referred to as the A.E.D. book listed the bare rental rate per month as $1,311.00. For two months this rental would be $2,622.00. Target Dredging & Piledriving Company bore all operating costs and maintenance such as, replacement of the boom line and friction bands that should have been considered normal wear and tear and the cost born by the owner. The boom line and friction parts came to $179.95 plus the cost of labor.

Mr. Elmer also received the old bridge. We felt the old bridge was worth approximately $600.00 leaving a balance owing Mr. Elmer $2,022.00 as a fair and just amount.

We do not feel we should pay force account hourly rates for a crane that was used by the month. Mr. Elmer has asked for these high rates which we feel he should reconsider. Force account rates are only for intermittent use of equipment.

We have previously tried to settle this matter with no response from Mr. Elmer. We are prepared to pay $2,022.00 to Mr. Elmer upon receiving from him a letter of release for the difference.

We sincerely hope that this matter can be settled without further annoyance from all concerned

Thank you.

[illegible]
STATE HIGHWAY [illegible]

Sincerely yours,

Eugene R. Dunn

Eugene R. Dunn,
Vice President, Gen. Mgr.

NOTED
C. W. HEAD

ERD/rs

7630

March 13, 1973

Mr. Russell Elmer
Alicel, Oregon 97811

Dear Mr. Elmer:

Mr. Joseph Schlieski, Resident Bridge Engineer, has informed us that your claim in the amount of $4,950 for equipment rental against Target Dredging and Pile Driving Company on State Highway Contract No. 7630 is still unpaid.

All State Highway Contracts are covered by a 100 percent bond which assures the State of completion of the contract and also the payment of all bills for labor and materials used. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

For your information, we are attaching a copy of Excerpts from Oregon Revised Statutes relating to Public Contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.526 on Page 3 of the excerpts.

In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same.

We are forwarding a copy of Mr. Schlieski's letter to the United Pacific Insurance Company.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

Attachments

cc United Pacific Insurance Company
Target Dredging and Pile Driving Company
Joseph A. Schlieski

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 9, 1973

SUBJECT: Grande Ronde River Bridge
FAS 948
Union County
Contract 7630

To: State Highway Commission
Salem, Oregon

Attn: Secretary

Reference is made to our correspondence regarding Mr. Russell Elmer's claim against Target Dredging and Pile Driving Company on the Grande Ronde River Bridge Contract No. 7630 in Union County.

Mr. Elmer indicated today that no action has resulted from our letters of 11/30 and 12/6/72 to the United Pacific Insurance Company. He is aware of Section 107.28 Payment of Bills by Contractors as contained in our Standard Specifications For Highway Construction 1970 Edition and is understandably concerned about our apparent lack of positive action in this matter.

I would appreciate it if you would answer Mr. Elmer's query by letter, with a copy to this office, and point out any legal actions that could be instigated.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Bridge Engineer

cc: Region
Russell Elmer
file

RECEIVED
MAR 12 1973
[illegible]
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

SP*82475-734

FOR FILING

7630

Salem, Oregon
December 6, 1972

Joseph A. Schlieski
Resident Bridge Engineer
La Grande, Oregon 97850

Grande Ronde River Bridge
FAS 948
Union County
Contract No. 7630

This is in reply to your letter of November 30, 1972, concerning Mr. Russell Elmer's claim against Target Dredging and Pile Driving Company on the Grande Ronde River Bridge Contract No. 7630 in Union County.

Our records indicate that Mr. Elmer's claim for equipment rental in the amount of $4,950 was filed with the Secretary of State on May 1, 1972, and was assigned his File No. 4661. We also notified the surety company and the prime contractor, Target Dredging and Pile Driving Company.

We will forward a copy of your letter to the United Pacific Insurance Company so that they will be aware that Mr. Elmer's claim is still unpaid.

C. W. Head, Secretary

CWH:ks

cc United Pacific Insurance Company
Target Dredging and Pile Driving Company

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 30, 1972

To: State Highway Commission
Salem, Oregon

SUBJECT: Grande Ronde River Bridge
FAS 948
Union County
Contract 7630

Attn: Secretary

Reference is made to a claim against the contractor, Target Dredging and Pile Driving Co., by Mr. Russell Elmer of Alicel, Oregon. Letters dated April 28, 1972 and May 2, 1972 from your office were written to United Pacific Insurance Co. and to Mr. Russell Elmer. Mr. Elmer called me on Nov. 28 and indicated that he has received no further word from the contractor, his attorneys, or the insurance company. He is very much interested in the status of his claim and asked that I inquire about it. I would appreciate any information you have concerning the settlement of this claim.

Joseph A. Schlieski
Joseph A. Schlieski
Resident Bridge Engineer

CC: Region
Russell Elmer
file

RECEIVED
DEC 4 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 9 - 1972
FOR FILING

7630

June 9, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington   98401

Gentlemen:

On May 1, 1972, we wrote to you concerning release of final payment on Contract No. 7630 awarded to Target Dredging and Pile Driving Company for work on the Grande Ronde River Bridge Section of FAS 948 in Union County.

Final payment on this contract is $7,869.73 and the total contract amount is $128,388.69. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Target Dredging and Pile Driving Co.
9209 N. Calvert Street
Portland, Oregon   97217

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
W. E. Schwartz

RECEIVED

FOR FILING

LAW OFFICES
SHULER, RANKIN, MYERS, WALSH & RAGEN
620 MORGAN BUILDING
PORTLAND, OREGON 97205

JOHN W. SHULER
HOWARD A. RANKIN
ROBERT L. MYERS
MICHAEL J. WALSH
RONALD K. RAGEN
RICHARD D. ROBERTS
STEPHEN L. GALLAGHER, JR.
GILE R. DOWNES
LEWIS M. KING

TELEPHONE 224-4422
AREA CODE 503

7630

~~May 31, 1972~~
6-2-72

Mr. Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
Highway Building
Salem, Oregon 97310

Re: Grande Ronde River Bridge

Dear Mr. Query:

We are attorneys representing Target Dredging & Piledriving Company of this City.

In connection with the above captioned contract, we have a copy of your letter to United Pacific Insurance Co. of Tacoma, Washington.

Please advise the undersigned of the nature and amount of the claim filed against the contract which you note therein. We believe that all claims have been resolved, save one by a Russell Elmer, which is allegedly for the rental of a drag line. If this is the one you make reference to, this claim is highly disputed by our client and may take litigation of one form or another to resolve.

We appreciate your prompt response to this letter.

Very truly yours,

original to 6-2-72 → SHULER, RANKIN, MYERS, WALSH & RAGEN

Stephen L. Gallagher

Stephen L. Gallagher, Jr.

SLG:m 6-2-72

attached are Copies of Russel Elmers' claim letter & our reply of 4-28-72, This is all the detail we have re the Claim

Floyd Query

RECEIVED
JUN 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 - 1972

FOR FILING

7630

May 1, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7630 awarded to Target Dredging and Pile Driving Company for work on the Grande Ronde River Bridge of F.S 948 in Union County was completed on December 7, 1971, and accepted by the Highway Commission on April 26, 1972.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 8, 1972.

You have been previously notified of a claim filed against the contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Target Dredging and Pile Driving Co.
9209 N. Calvert St.
Portland, Oregon 97217

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
W. E. Schwartz

RECEIVED
MAY 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

7630

DATE May 1, 1972

TO W. Schwartz
Regional Engineer
Region 5
LaGrande
Attention: C. O. Fredrickson

FROM ORIGINAL SIGNED
R. W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Grand Ronde River Bridge
FAS 948
Union Co.
Contract 7630
Unpaid Bills

NOTED
A. E. JOHNSON

Relative to the unpaid bills against the contractor on the subject project.

Please advise the claimants that they must submit their claims for unpaid bills to Mr. Floyd Query, Secretary for the Highway Commission. Claims filed in this manner will be processed by Mr. Query as a routine matter, which will include any hold-up of the contract payments which may be necessary.

RWE/ag

cc A. E. Johnson
F. Query
L. Young
V. Skoog
R. Wright

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR FILING

Claim 4661

FILED
MAY - 1 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7630

April 28, 1972

Mr. Russell Elmer
Alicel, Oregon 97811

NOTED ON CARD
5-3-72 kl

Dear Mr. Elmer:

This is to acknowledge receipt of your letter of April 25 informing us that Target Dredging and Dragline owes you for equipment rental for the months of October, November and December, 1971, in the amount of $4,950.

This appears to be in connection with the Target Dredging and Pile Driving Company Contract No. 7630 for work on the Grande Ronde River Bridge of FAS 948 in Union County.

The United Pacific Insurance Company furnished the performance bond on this contract, which is given to assure completion of the contract and payment of all bills incurred in it. We will notify them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

W. E. Schwartz
Joseph A. Schlieski
Commission

Target Dredging and Pile Driving Co.
9209 N. Calvert St.
Portland, Oregon 97217

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Alicel, Oregon
April 25, 1972

Oregon State Highway Commission

Attention: Floyd Query, Secretary

Dear Sir:

In January 1972, I submitted billing to Target Dredging and Dragline for rental of my Koering dragline during the months of October, November and December, 1971, in amount of $4950.00, as follows:

330 hours @ $15.00 per hour

I have received no settlement at this time.

Sincerely,

Russell Elmer

NOTED
FLOYD QUERY

RECEIVED
APR 26 1972
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

FORM E-220 (REV. 3-68)

TO: Floyd Query

SUBJECT: Grande Ronde River Bridge (non-payment of bills)

FROM: Joseph A. Schlieski
P. O. Box 850
La Grande, Oregon 97850

DATE: April 25, 1972

Attached find copy of a letter from Russell Elmer concerning past due and unpaid billing of $4950. V. L. Gallagher contacted Region office on Monday of this week and advised us to get a letter into the Highway Commission regarding this non-payment of bills.

Apparantly Russell Elmer is only person who has not been paid.

Russell Elmer
Box 148
Alicel, Oregon
Phone: 568-4500

Joseph A. Schlieski
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED
APR 26 1972
OREGON
STATE HIGHWAY COMMISSION

(DATE) (SIGNATURE)

1. SENDER DETACH SHEET NO. 2 AND HOLD UNTIL REPLY IS RECEIVED, FORWARD SHEETS 1 AND 3 INTACT WITH CARBONS.
2. ADDRESSEE REPLY, DETACH CARBONS AND RETURN SHEET 3 TO SENDER, RETAIN SHEET 1.

1

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 19, 1972

To: W. E. Schwartz
Region Engineer
La Grande

SUBJECT: Grande Ronde River Bridge
FAS 948
Union County
Contract 7630

Regarding the subject contract and the contractor's unpaid bills. Contrary to my letter of April 11, 1972, the County has written a letter of acceptance for the subject project. However the contractor still has unpaid bills totalling approximately $5100.00. Since these outstanding bills became due in January 1972 or before, I strongly recommend that sufficient monies be retained to pay the contractor's bills, (Section 107.22), if this becomes necessary due to the contractor failing to make payment.

I have been checking regularly with these complaintants and will advise Salem when either payments or satisfactory arrangements have been made.

The "Semi-final" estimate and the remaining "Final Records" are being submitted to Region this date.

Joseph A. Schli[illegible]ski
Resident Bridge Engineer

cc: Final Records
file

OREGON STATE
HIGHWAY DIVISION
La Grande, Oregon 97850

April 11, 1972

Subject: Grande Ronde River Bridge
FAS 948
Union County
Contract 7630

Target Dredging and Pile Driving Co.
9209 N. Calvert Ave.
Portland, Oregon 97217

Attention: Les Yost

In reply to a letter received 4/10/72 from attorneys representing Target Dredging and Pile Driving Co. Subject letter was in response to my earlier letter of February 10, 1972, in which I informed you that we were still receiving complaints from various people and suppliers concerning non-payment of past due billings.

The following people still have past due billings:

Name	Item
Millard Gibbons Cove, Oregon Phone: 563-4503	Signs - $15.00 +/-
Loren Fleet Alicel, Oregon Phone: 963-3609	Backhoe rental - $150.00 +/-
Russell Elmer Box 148 Alicel, Oregon Phone: 568-4500	3/4 yd Dragline rental - $4950.00

The following suppliers indicated today that satisfactory arrangements or payments had been made:

Name	Item
R. D. Mac., Inc. Island City, Oregon Phone: 963-2031	Concrete
La Grande Builders Supply 1433 Jefferson La Grande, Oregon Phone: 963-6110	Materials & Equipment rental

My intentions regarding payment to these complaintants under Section 107.28, Payment of Bills by Contractors, was to advise the contractor that the Highway Commission may pay such claims in the event that said contractor fails, neglects, or refuses to make prompt payment. It is not my intention that the Highway Commission pay the contractor's bills. I would prefer to see the contractor settle these matters in a prompt and business-like manner.

As part of the completion of this project I need 2 copies of Contractor's Wage Certification form #124-RE 1 for the period ending 4/7/72.

The "Semi-final estimate" will be submitted as soon as I receive notification from the County of acceptance of the project. This letter of acceptance from the County is contingent upon satisfactory settlement of afore mentioned billings.

Joseph A. Schlicski
Resident Bridge Engineer

cc: Shuler, Rankin, Myers, Walsh & Ragen (Attorneys At Law)
C. O. Fredrickson
file

RECEIVED
MAY 1 - 1972
FOR FILING

7630

DATE April 26, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7630 Work Completed December 7, 1971

Project Grande Ronde River Bridge

Highway FAS 948 County Union

Type of Work Grading and Structure

Contractor Target Dredging and Pile Driving Co.

Recommended acceptance date April 26, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:jb

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7630

" FINAL REPORT "

FORM E-1 (REV 10-)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grande Ronde River Bridge

WEEK ENDING: April 22, 1972

SECTION PREFIX: 531 - 1073

HIGHWAY: FAS 948

COUNTY: Union

NAME OF JOB: Grande Ronde River Bridge

KIND OF WORK: Grading & Structure

CONTRACTOR: Target Dredging & Pile Driving Co.

CONTRACT NUMBER: 7630

FEDERAL AID PROJECT NUMBER: S - 587 (2)

DATE OF CONTRACT: August 24, 1971

DATE WORK STARTED: September 7, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 90

CALENDAR DAYS USED 95

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 106%

PROJECT AUTHORIZATION: $ 146,918.94

EXCLUSIVE OF ENGINEERING: $ 135,268.98

ENGINEERING AUTHORIZATION $ 11,649.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 130,852.76

ENGINEERING COST TO DATE $ 10,425.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96%

ESTIMATED PERCENT: UNDERRUN 3.3%

This week: $75.00

PERCENT OF AUTHORIZATION 90 %

DATE PROJECT WAS COMPLETED: 12/7/71

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.27				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,500				
TOTAL QUANTITIES CORRECTED TO DATE	18,663				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,663				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9989							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16				
MONDAY 17				
TUESDAY 18				
WEDNESDAY 19				
THURSDAY 20				
FRIDAY 21				
SATURDAY 15				

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
APR 26 1972
CONSTRUCTION
SECTION

RECEIVED
APR 24 1972
BRIDGE DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 16	
MONDAY 17	
TUESDAY 18	
19 WEDNESDAY	Submitted "Semi-final" estimate and remaining supporting data to region today.
20 THURSDAY	
21 FRIDAY	
SATURDAY 22	

REMARKS

Status: Final Records were originally submitted to Region on 12/29/71.

Semi-final estimate with any remaining supporting data was submitted to Region on April 19, 1972.

Payment of portions of contractor's bills is still pending - I recommended with the semi-final estimate that sufficient monies be with held to pay $5100.00 of contractor's bills if it beocmes necessary.

SIGNED Joseph A. Schlieski LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
SEP 8 - 1971
FOR FILES

S-587(2)

76 30

September 7, 1971

Target Dredging and Pile Driving Co.
9209 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7630 for work
on the Grande Ronde River
Bridge Section of FAS 948
in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 690
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
H. E. Woodward

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-8	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Union
PROJECT REPORT NO. 2	9-1-71	PROJECT NO. S-587(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 9.5 mi. N.E. of Island City E. 0.28 mi.
Grande Ronde River Bridge Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-7-71	0.28
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 146,918.00	$ 93,364.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By F. J. Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer 9-1-71

FORM PR-2 (REV. 2-71)

PAGE 1

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or private lines it will, by formal agreement with appropriate local government officials, regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

August 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Grande Ronde River Dr. Section
Oregon Project S-587(2)

Dear Sir:

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Enclosures
JG:dg

Oregon State Highway Division

Federal-Aid
Project No. S-587(2)

GRANDE RONDE RIVER BRIDGE SECTION

FAS 948 IN UNION COUNTY

Salem, Oregon, August 26, 1971

Project Agreement Estimate.

Type Code 0010
Roadway (Sta. 10+00 to Sta. 24+50)

Temporary Protection and Direction of Traffic	All Required		$ 5,709.75
Clearing and Grubbing	All Required		5,190.00
General Excavation	17,800 cu.yds.	1.30	23,140.00
Toe Trench Excavation	270 cu.yds.	6.50	1,755.00
Watering	90 M-gals.	1.00	90.00
Guard Rail Type 2A	225 lin.ft.	5.75	1,293.75
Extra for Guard Rail Bridge Connection	4 only	160.00	640.00
Loose Riprap, Class 100	600 cu.yds.	8.35	5,010.00
			$42,828.50
Flagging (60% of Contractor's Cost)	All Required		$ 100.00
	Subtotal		$42,928.50
	Engr. & Cont.		5,794.50
	Total		$48,723.00

Type Code X080
Bridge # 9989 (Sta. 18#38 to Sta. 19#67)

Bridge Removal Work	All Required		$ 9,250.00
Shoring, Cribbing, Etc.	All Required		8,175.00
Structure Excavation	70 cu.yds.	3.00	210.00
Furnish 16" Prestressed Concrete Piling	1,300 lin.ft.	8.00	10,400.00
Drive 16" Prestressed Concrete Piling	26 only	249.50	6,487.00
Prestressed Concrete Pile Extensions	65 lin.ft.	20.00	1,300.00
Class A Concrete	All Required		3,990.00

4' x 40'/45' Prestressed Slabs	27 only	1,540.00	41,580.00
Reinforcement	All Required		1,311.00
Metal Rail	250 lin.ft.	15.25	3,812.50
	Subtotal		$86,515.50
	Engr. & Cont.		11,679.50
	Total		$98,195.00

Length of Roadway - - - - 0.250 mile
Length of Structure - - - 0.025 mile
Total 0.275 mile

Cost of Raodway per mile $195,692.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	County Funds
Roadway	$ 48,723.00	$30,963.00	$9,880.00	$ 8,880.00
Structure	98,195.00	62,401.00	17,897.00	17,897.00
Total	$146,918.00	$93,364.00	$26,777.00	$26,777.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7630

Prefix 531-1073

RECEIVED
AUG [illegible] 1971

FOR FILING

S.587(2)

7630

August 24, 1971

Target Dredging and Pile Driving Co.
9209 N. Calvert Street
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on August 2, 1971, accepted your proposal for work on the Grande Ronde River Bridge Section of FAS 948 in Union County for the sum of $129,344 and referred it to the State Highway Engineer with authority to award the contract as soon as Union County approves the project and deposits $29,400.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7630.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 4, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
I. D. Marchant
H. S. Coulter
H. E. Woodward
William Geibel (SAIF)

RECEIVED
AUG 4 - 1971
FOR FILING

S-587(2)

7630

August 3, 1971

Target Dredging and Piledriving Co.
9209 N. Calvert Avenue
Portland, Oregon 97217

Gentlemen:

The State Highway Commission on August 2, 1971, accepted your bid in the amount of $129,344 on the Grande Ronde River Bridge Section of FAS Route 248 in Union County, which was the low bid received for that job on July 23, 1971.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as Union County approves the project and deposits $29,400. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc F. D. Morgan
I. D. Marchant
E. S. Coulter
R. E. Woodward
William Geibel (SAIF)

7-7-71

TRANSACTION NUMBER 7-18 AND 7-19

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-7-71

BY (Signature): MR. YOUNG'S JUNE 29, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1061 THRU 1062

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
061	SU-508(6)	0.0	50,000	31,700	MURRAY BLVD. AT SOUTH FORK BEAVERTON CREEK	DRAINAGE STRUCTURE.
062	S-587(2)	0.28	135,000	85,700	GRANDE RONDE RIVER BRIDGE	ONE STRUCTURE WITH APPROACHES.

7-16-71

REFERRED TO Young

NOTED TOM EDWARDS

RECEIVED
JUL 19 1971
OFFICE OF
STATE HWY ENGINEER

ARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
JUL 19 1971
FOR FILING
S-587(2)
7630

RECOMMENDED
SIGNATURE AND TITLE

DATE 7-7-71

APPROVED
SIGNATURE AND TITLE
R.E.SIMPSON, DIVISION ENGR.

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
AUG 13 1971
FOR FILING

S-587(2)

7630

July 6, 1971

Union County Court
Courthouse
La Grande, Oregon 97850

MISC. CONTRACTS and
AGREEMENTS No. 4251

Attention: Deloris C. Moore
County Clerk

Gentlemen:

Attached for your records is a fully executed xeroxed copy of a construction finance agreement concerning construction of a bridge over Grande Ronde River on Booth Lane.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

el

Attachment

FORM E-50 (REV. 10-66)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
July 1, 1971

SUBJECT: Construction-Finance Agreement
Grande Ronde River Bridge Section
Booth Lane, FAS 948
Union County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached for your signature of approval and the Highway Commission Secretary's certification are three copies of the subject agreement.

Project approval was received at the July 7, 1970 Highway Commission meeting.

D. N. Harwell
D. N. Harwell
Coordinating Engineer
County and City Section

DNH:ljt
Att.

Kathi
Diane
Please distribute
F.B.

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92475-794

RECEIVED
JUL 6 - 1971
FOR FILING

Co. 1
S-587(2)
7630

June 29, 1971

Executive Department
Federal Aid Coordination Unit
Room 302, Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Secondary project.

Item No.	Project No.	Name
1062	S-587(2)	Grande Ronde River Bridge Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:jb

cc: R. N. Chase

FOR FILING

S-587(2)
7630

June 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Secondary Projects, Items Nos. 1061 and 1062, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

State and District 2 (CRAG) Clearinghouses' review and comments are not required, for Item No. 1061, under working agreements dated April 28, 1970 and October 16, 1970 respectively.

We are enclosing copies of the State Clearinghouse and District 13 (Blue Mountain Council of Governments) Clearinghouse reviews for Item No. 1062.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

6-29-71

FEDERAL-AID

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co.Rd. 9.5 Mi. NE of Island City E. 0.28 Mi. 21 65	ADT	PRESENT 100	FUTURE 180 (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., & One Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)		

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME Unio
	NAME OF URBAN AREA 17-31	ROUTE NO. S — FEDERAL- 948

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		Co.Rd. 9.5 mi. NE of Island City E. 0.28 mi.			
5					**ROW**					
5					**CONST** (CODE) 0010 X080		(Grande Ronde River Bridge Section)	0.28	135,000	85,700

CARD	CODE	PREPARED BY	PROJECT TOTALS			
1	1			0.28	135,000	85,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

E. 0.28 Mi. 68	**ADT**	PRESENT 100	FUTURE 180 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 022 (4) (9)	ITEM NO. 1062 (14) (18)

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) S- 14 23	NUMBER 587 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Union	CODE 061 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. S	FEDERAL-AID 948 (32)	STATE Co.Rd. (36) (37)	U.S. (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
NE of						Construct one prestressed concrete slab bridge and construct approach embankment at both ends of bridge. Remove existing str.
iver)	0.28	135,000	85,700	24,650	24,650 (Co.)	ROW - 80' minimum; Access Control - none; Parking Restrictions - none.
ROJECT TOTALS	0.28	135,000	85,700	24,650	24,650 (Co.)	
		(16) (23)	(24) (33)			

REMARKS

-Over-

USCOMM DUSCOMM-DC 48905-P61

GRANDE RONDE RIVER BRIDGE SECTION

PROJECT NO. S-587(2)

Existing Facility

Roadway: 30' gravel surface.

Structure: 90' steel pony truss bridge with 2-15' concrete approach spans, H.C. 18', H-16 loading.

Adjacent Sections

East and West Ends: 30' gravel surface roadway.

Project Data

Construct, on improved (new) alignment, one prestressed concrete slab bridge, length 129', H.C. 34'; remove existing structure and construct approach roadway embankment, at each end of bridge, to provide for 2-12' travel lanes with 4' shoulders; construct channel change.

County will place base rock and A.C. wearing surface on roadway and A.C. wearing surface on structure.

Right of Way: 80' minimum

Access Control: None

Parking Restrictions: None

System Action: Completed

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved

---

Public Hearing
1971, and Apri
May 3, 1971 fr

Relocation As

Exceptions to

Social, Econom
Environmental

Location and D

Clearinghouse

a. Stat
b. Distr

Route Data:

Control of Ut
authority to
project. A S
graph 6d(1) o

GRANDE RONDE RIVER BRIDGE SECTION

PROJECT NO. S-587(2)

Public Hearings: Opportunity to request a hearing advertised on April 12, 1971, and April 19, 1971. There were no requests received per letter of May 3, 1971 from Union County.

Relocation Assistance Payments: None involved

Exceptions to Minimum Design Standards: None

Social, Economic & Environmental Effects Considered: Yes and "Negative Environmental Statement" concurred in as of June 2, 1971.

Location and Design Approved: June 11, 1971

Clearinghouse Approval:

a. State------July 20, 1970
b. District 13------July 14, 1970

Route Data: See S-587(1)

Control of Utilities: The State does not, at this time, have the legal authority to control the use by Utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

---

concrete approach

sed concrete
structure and
of bridge, to
construct channel

ce on roadway and

Recreational

RECEIVED
JUN 14 1971
FORM 2-30 (REV. 10-68)
FOR FILE

S-587(3)
7630

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 10, 1971

SUBJECT: ~~Grande Ronde~~ River Bridge Section
~~Booth Lane, FAS 948~~
Union County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a location-design approval form for the subject FAS-C project. Please return an approved copy to this office for filing with all other related documentation pertaining to Federal Statutes and FHWA memoranda.

copy ret'd
6-14-71

We will proceed to place the required notices in the proper news media.

Robert H Prange
Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor Wolfe
F. L. Hall
L. H. Young
R. N. Chase
B. L. Gifford

RECEIVED
JUN 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-794

LOCATION - DESIGN APPROVAL

COUNTY: UNION

SECTION: Grande Ronde River Bridge

FAS NO.: 948

ROAD NAME: Booth Lane

PROJECT DESCRIPTION: Construct reinforced concrete bridge 32 feet wide and 129 feet long over the Grande Ronde River, plus channel change, grading approximately 1,200 feet of roadway, placement of riprap, and installation of guardrail.

ESTIMATED COST: $100,000

HIGHWAY COMMISSION APPROVAL: July 7, 1970

HEARING: Opportunity afforded; no requests received.

STATE CLEARINGHOUSE REVIEW: July 20, 1970

SECTION 204 REVIEW: None required.

REMARKS: Environmental Negative Declaration concurrence: June 2, 1971
Hearing Certification: June 3, 1971

APPROVED: June 11 19 71

FB Klaboe
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 9, 1971

EVENING OBSERVER

La Grande, Oregon 97850

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the cities of Cove and Island City, Union County, Oregon, relative to the proposed construction of the Grande Ronde River Bridge Section on Booth Lane in Union County.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Saturday, June 12, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer in La Grande, 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RHP:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting: 531-1403-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
B. L. Gifford

NOTED
C. W. HEAD

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, at the request of the Union County Court, has approved the location and design of the Grande Ronde River Bridge on Booth Lane, effective June 11, 1971.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and 129 feet long over the Grande Ronde River on Booth Lane, plus channel change and grading approximately 1,200 feet of roadway.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
6/9/71

EVENING OBSERVER, La Grande

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 1, 1971

EVENING OBSERVER

LaGrande, Oregon 97850

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Division's notice to interested parties in or near the cities of Cove and Island City, Union County, Oregon, relative to the proposed construction of the Grande Ronde River Bridge Section on Booth Lane in Union County.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Saturday, June 5, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. H. S. Coulter, Regional Engineer in La Grande, 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting: 531-1403-980
County and City Section
Public Information
H. S. Coulter, Regional Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase
E. L. Gifford

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Union County Court, having received no requests for a public hearing and, after study of the engineering, environmental and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the Grande Ronde River Bridge Section of Booth Lane in Union County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and 129 feet long over the Grande Ronde River on Booth Lane, plus channel change and grading approximately 1,200 feet of roadway.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

RHP:ljt
6/1/71

EVENING OBSERVER, LaGrande

RECEIVED
JUN 4 - 1971
FOR FILING

S-587 (3)
7630

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
SALEM, OREGON
June 3, 1971

To: Mr. R. L. Porter
State Highway Engineer
BUILDING

SUBJECT: Grande Ronde River Bridge
Booth Lane, FAS 948
Union County

Attached for your signature are two copies of a certification required by Section 128, Title 23 U.S.C., pursuant to your letter of March 24, 1971, to Mr. Simpson.

We have on file Affidavits of Publication and letters from Union County stating that no requests for public hearings were received regarding the subject projects.

If approved, will you please return a signed certification to this office for filing and further distribution.

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

NOTED
TOM EDWARDS

RHP:ljt

Att.

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
F. L. Hall
R. N. Chase

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 4 - 1971
FOR FILING

S-587(2)
7630

June 3, 1971

Mr. Larry Williams
Executive Director
Oregon Environmental Council
1238 N. W. Glisan
Portland, Oregon 97209

Dear Mr. Williams:

Enclosed are copies of negative declarations for two county bridge projects: one is in Union County on Booth Lane FAS 948 and the other is in Malheur County on Butte Drive FAS 23-109.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

SJC:bb

Enclosures

cc: F. B. Klaboe
S. J. Couper

RECEIVED
JUN 1 - 1971
FOR FILING

S-587(2)
7630

Salem, Oregon
May 28, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Grande Ronde River Bridge
Booth Lane, FAS 948
Union County

The subject environmental impact statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and ecological aspects of the project.

If you agree as to the adequacy of this declaration, please indicate concurrence as the FHWA agent for secondary projects by signing each declaration in the space provided and returning same to this office for distribution.

ret'd to
Ellison
6-2-71

R. W. Ellison
Assistant Program & Planning Engineer

GAP:ia

Attach.

cc: V. D. Wolfe, w/encl.
L. H. Young
F. L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

RECEIVED
JUN 9 1971

FOR FILING

5-587(2)
7630

Keep

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 19, 1971

SUBJECT: Grande Ronde River Bridge
Booth Lane, FAS 948
Union County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

This negative declaration is preceding our location-design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Booth Lane approximately 7.5 miles east of the Wallowa Lake Highway northeasterly from the city of La Grande and about four miles north of Cove.

The proposal consists of replacing a narrow, lightweight steel truss bridge over the Grande Ronde River with a reinforced concrete structure 129 feet long and 34 feet wide on revised alignment. Also included as part of the project will be channel change, grading the approaches to the new structure, installation of guardrail, placement of riprap, and removal of the old bridge.

The new structure will be constructed on new (tangent) alignment in order to relieve existing sharp reverse curves. The channel of the Grande Ronde River will be relocated to permit this realignment and to provide a shorter, more economical structure. There will be virtually no change in the velocity of this sluggish stream resulting from this slight increase in the channel length.

PURPOSE OF PROJECT The purpose of the proposal is to replace an existing narrow antiquated steel truss structure consisting of two 15-foot frame trestle approach spans and a 90-foot steel pony truss span 18 feet wide with an H-16 load rating capacity, constructed in 1939. Booth Lane is being developed into a wide county arterial and the proposed project is needed to provide both for continuity of roadway width for this facility, and for the safety and convenience of the road user.

DISCUSSION OF ENVIRONMENTAL IMPACTS Booth Lane is important as an east-west county arterial giving farm-to-market, school bus, and mail services to the surrounding farm community and the most significant impact to be realized will be in the safety to the traveling public.

The project being on revised alignment, will necessitate the acquiring of some additional right-of-way. The property to be acquired is non-tillable brushy land along the banks of Grande Ronde River, therefore, no agricultural lands will be removed from production and no one will be required to move from his property. The environment and operational function of adjoining farm lands will not be impaired or adversely affected.

All necessary precautions will be taken during construction to prevent excessive siltation and stream roiling, and to protect the game fish and other creatures which inhabit the stream and its banks. There are no fish hatcheries in this area.

Minor inconvenience to the road users will occur while the road is closed during construction; however, adequate detours are available.

There are no recreational facilities or wildlife nesting or feeding ground which will be affected by the project.

The opportunity for a public hearing was offered and no requests were received.

A Notice of Intent was referred to the appropriate State agencies for review. All expressed approval of the proposal and none objected on an environmental basis.

BASIS FOR NEGATIVE DECLARATION This structure project, although not extensive in nature, is an important element in Union County's planned development of its arterial system. The benefits of the finished project will outweigh any inconveniences to the road users and the land operators; therefore, approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

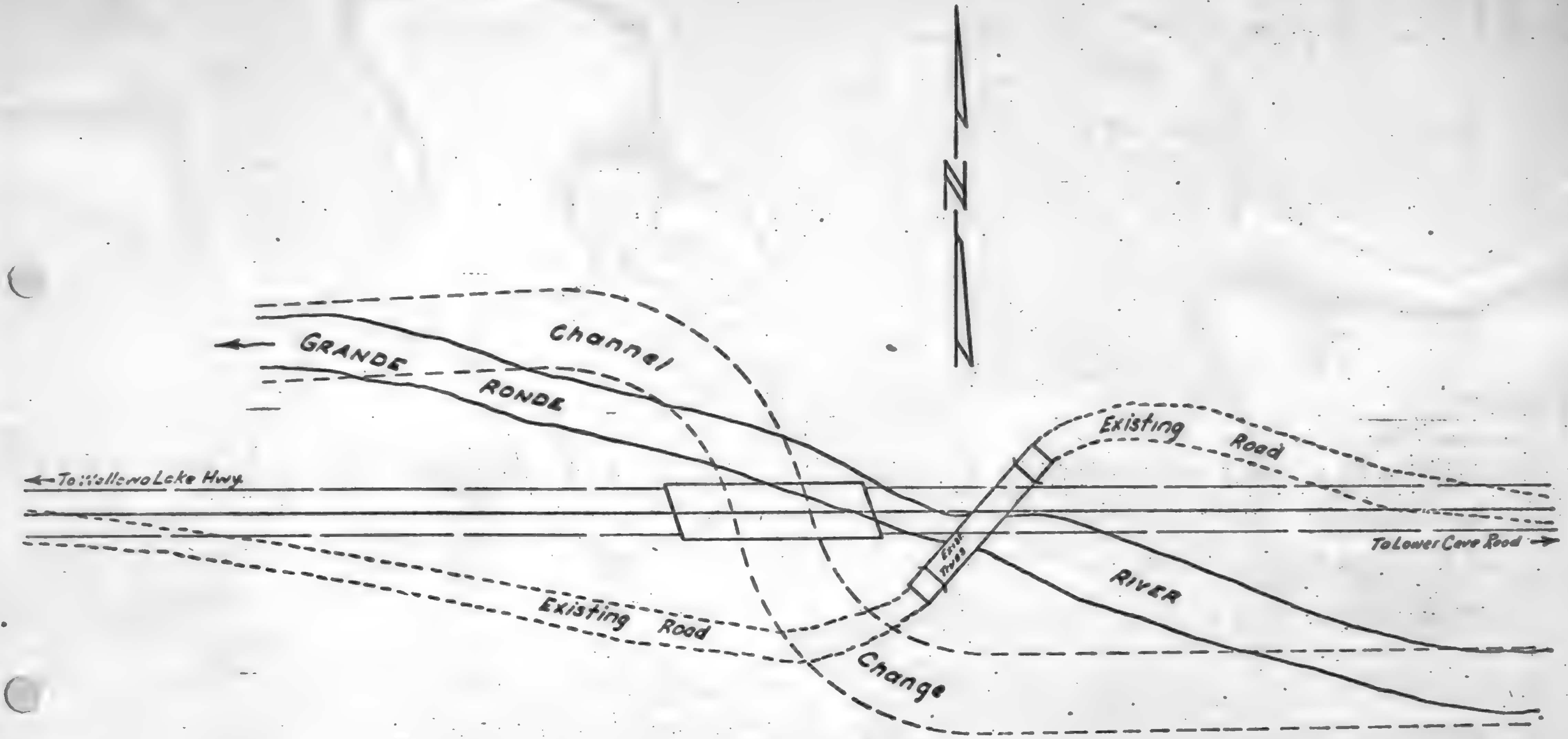
By

per Robert H. Prange
Rural Engineer

RHP:ljt

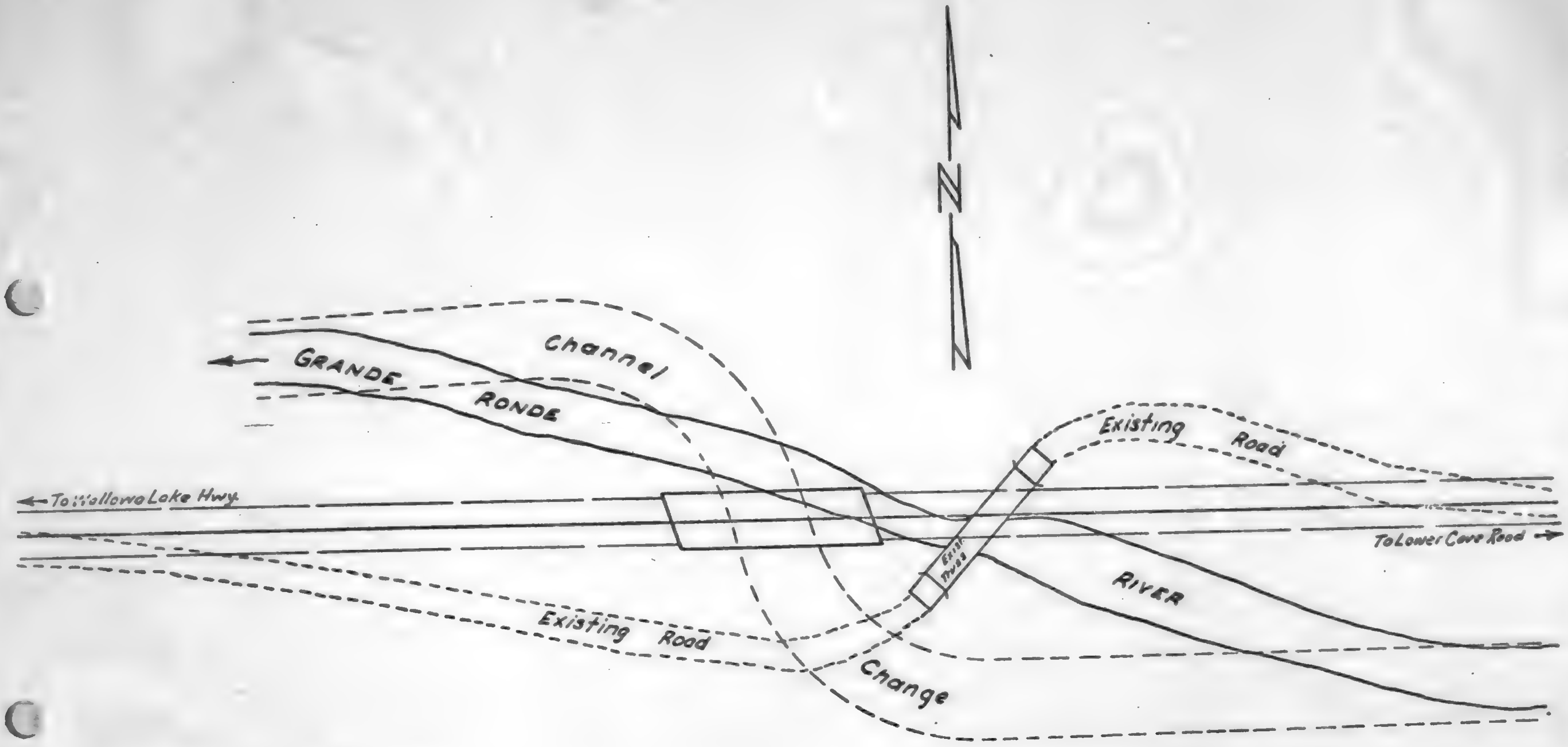
Endorsement of the Oregon State Highway Division

Concur F B Klaboe Date 6-2-71
Asst. State Highway Engr.



GRANDE
RONDE
RIVER
Channel
Change
Existing Road
Existing Road
Exist. Truss
N
← To Wallowa Lake Hwy
To Lower Cove Road →

GRANDE RONDE RIVER BR.
BOOTH LANE
UNION COUNTY


N
Channel
GRANDE
RONDE
RIVER
Existing Road
Existing Road
Change
Exist. Truss
← To Wallowa Lake Hwy.
To Lower Cove Road →

GRANDE RONDE RIVER BR.
BOOTH LANE
UNION COUNTY

[illegible] D
NOV 18 1970

S-587(2)
7630

A E Johnson

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

November 13, 1970
Salem, Oregon

SUBJECT:

Grande Ronde River Bridges
On Pierce Lane and On Clark Creek Rd.
Union County
Bridge No. 10861A and 10795A

To: H. S. Cox
County-City Engineer

Building

Attention: Mr. Robert H. Prange

I have your letter of October 26, 1970 requesting alternate preliminary estimates for two bridge replacement projects on FAS routes in Union County. The two crossings in question are the Grande Ronde River Bridge on Pierce Lane Bridge (10861) east of Island City and the crossing on Clark Creek Road Bridge (10795) east of Elgin.

In keeping with your request two estimates were made for each crossing. The first estimate was replacement using a 140 foot steel arch salvaged from the Eagle Creek Crossing on the Columbia River Highway. The roadway width on a structure utilizing the salvaged arches will be 26 feet. The second estimate is for replacement using a reinforced concrete structure with a 32 foot roadway. The alternate estimates are summarized. Each estimate includes the cost of removal of the existing bridge and an allowance for engineering and contingencies.

1. Replace existing structure with salvaged Eagle Creek arch plus approach spans as required.

   Pierce Lane Bridge 140 foot arch plus 30 foot approach span $180,000.00

   Clark Creek Road Bridge 140 foot arch........$157,000.00

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

2. Replace existing structures with prestressed concrete beam bridge with a 32 foot roadway

Pierce Lane Bridge $168,000.00

Clark Creek Road Bridge $139,000.00

All factors are in favor of replacing the existing bridges under study with reinforced concrete structures. The reinforced concrete alternate is the most economical choice. The roadway width is greater. There is no overhead clearance restriction and maintenance cost will be less. For the reasons sited we would recommend against utilizing the salvaged steel arches as replacements in the two subject structures.

Ivan D. Merchant
Bridge Engineer

WJH/ag

cc: A. E. Johnson
H. S. Coulter

#7631

bc: G. L. Green
F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. W. Head
C. T. Keasey
J. H. Versteeg
J. L. Sollis
C. O. Frederickson
Eldon Everton

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 16, 1974

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

BN Track Revision for Fernhill Slide Sec.
Columbia River Highway
Clatsop County
Fed. Project No. F-121(4)
BN File: A-37

Dear Sir:

On December 20, Mr. Ted Litchfield and I met with Mr. King of your company on the Fernhill Slide Section of the Columbia River Highway in Clatsop County to review your proposed track revision. Mr. King pointed out to us the reasons for the additional width necessary on the river side of your track, as contained in your original proposal. After a review of the conditions which exist in the field, we agree that the widening on the river side of your existing track roadbed is necessary to properly align your track in the proposed location, and is not a betterment of your existing facility.

As a result of our field review of your proposed construction, you are hereby authorized to proceed with the track revision work outlined in your letter to me of November 14, 1973. When you get this work scheduled, please contact Mr. Eldon Everton, District Engineer, 350 West Marine Dr., P.O. Box 686, Astoria, telephone 325-7222, so that he may arrange for a Highway Inspector to be on the project during your reconstruction work to maintain the necessary Highway records.

Reimbursement for the work performed by your forces in making the necessary track realignment will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of this work in the bill.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

NOTED
C. W. HEAD

JEC:jly

cc: BN - St. Paul

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

#7631

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 30, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Burlington Northern Track Revision
Fernhill Slide Section
Columbia River Highway
Clatsop County
Fed. Project No. F-121(4)
BN File: A-37

Dear Sir:

On November 14, 1973, you transmitted to me an estimate, plan, profile and cross sections of your proposed track realignment in the Fernhill Slide Section of the Columbia River Highway in Clatsop County for our review and approval. This information was sent to our Final Design Section and they have reviewed your proposal and find it generally compatible with our plans in this area.

They do make the comment that, according to your cross sections, you anticipate a widening on the river side of the track to 27 feet from the centerline of the tracks. Nowhere in your correspondence or your plans do you make any explanation for this excessive width. At this point in time, we feel that this is a betterment of your facility and cannot approve our participation in this betterment with the information available to us at this time.

If you feel that the widening on the river side to 27 feet is required as a result of our operations, please furnish me with information so that we can evaluate and make a decision on this. If you agree that this additional width is a betterment on your part and not reimburseable by the State, please so advise me. After receipt of this information, I will present your proposal to the Federal Highway Administration for their final approval and so notify you as to when you may commence work with the State's participation.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. T. Keasey
J. H. Versteeg
C. O. Frederickson
J. L. Sollis
C. W. Head
Elton Everton

RECEIVED
STATE HWY ENGR
DEC 3 '73
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

#7631

FORM 2-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 20, 1973
Salem, OR 97310

To: J. H. Versteeg
Design Engineer

C. O. Frederickson
Region 2 Engineer

SUBJECT: Burlington Northern Track Revision
Fernhill Slide Section
Columbia River Highway
Clatsop County
Fed. Project No. F-121(4)

Attached is a copy of a letter from Burlington Northern Inc. to Mr. Klaboe requesting approval of their plans to rehabilitate their tracks from RR M.P. 92 to M.P. 94 on the Astoria Line, adjacent to the Lower Columbia River Highway in Clatsop County. Also included is a copy of their estimate, plan, profile and cross sections for this work. They point out in their letter this work has been agreed to by the Oregon State Highway Division in an agreement executed between Burlington Northern and the State Highway Commission on December 30, 1970.

Please review this information to determine if the proposed railroad rehabilitation is compatible with our future plans for improvement of the Lower Columbia River Highway adjacent to this area.

In reviewing my files on this project, I find that funds to cover the cost of this rehabilitation have been programmed with the Federal Highway Administration and a State Force Order written. This was all accomplished late in 1970, but as far as I can determine, should be valid since the work has not been done to date. After review of the information furnished by Burlington Northern, if you will advise me whether it is acceptable to the Highway Division, I will then proceed to obtain permission from the Administration for Burlington Northern to proceed with the work.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Attach.

cc: F. B. Klaboe w/ltr.
A. E. Johnson "
H. S. Coulter "
C. T. Keasey "
J. L. Sollis "
~~C. W. Head~~ "
L. W. Rulien "

SP°82476-734

9

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

November 14, 1973

Routing
Keasey
Bond
Jackmond
Hardt
Johnsen
Walker
RECEIVED
NOV 16 1973
CONSTRUCTION SECTION
Scofields
Glenn
Berg

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
State Highway Engineer

Gentlemen:

I would call your attention to an agreement made on the 30th day of December, 1970 by and between the State of Oregon acting through its State Highway Commission and the Spokane, Portland and Seattle Railway Company, a Washington corporation, and Burlington Northern Inc., which agreement covered emergency measures taken by the Oregon State Highway Department as well as the Spokane, Portland and Seattle Railway in protecting its right of way and track at Fernhill, Oregon, between its Milepost 92 and 94 on its Astoria line on the Seventh Subdivision adjacent to Primary State Highway No. 30.

I particularly call your attention to Pages 3 and 4 of this agreement, paragraph 3, subparagraph (b) which covered work performed by the railroad at State expense in preparing final plans for the realignment and restoration of the Railway's tracks and facilities affected by the State's slide.

I understand that the Oregon State Highway Department does not plan on going ahead with its present highway project southerly of our right of way until sometime after 1975.

This past year, we have experienced very little movement in the areas between Railroad Milepost 92 and Milepost 94 but we still maintain a 10 mph slow order due to the very nature of the road bed and track conditions which were

RECEIVED
STATE HWY ENGR
NOV 15 73
REFER TO Keasey
FOR Utility
Info
Inves
R/D ✓
B/R
Sign
Act
File

RECEIVED
NOV 19 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

caused by your slide and it is imperative that we at this time, rehabilitate this section of line so that normal train operations can be resumed as was the case prior to your construction project in this area. As such, this office has made detailed surveys of the entire area and provided estimates of cost for handling this work.

I am at this time, requesting the Oregon State Highway Department's approval to proceed with the rehabilitation of this section of railroad as covered under the above mentioned contract. I am furnishing you with two sets of prints, as well as two copies of the estimate of cost for handling this work which you will note is in the amount of approximately $75,700. The attached prints show the new alignment, limits of track raise, cross-sections for typical bank widening which will all be performed by railroad forces, using company equipment. Our estimate is based on obtaining all material from a rock quarry site at Rainier, Oregon and using a work train to transport material to Mileposts 92, 93 and 94 to perform the necessary bank widening by use of air dumps and the ballast raise by conventional ballast cars.

You will please note that the realignment of the track was performed by keeping the existing track as close as possible to its present location to prevent future movement from major changes in alignment. The track raise was figured for a runoff from high spot in existing road so as not to cut roadbed down, which in turn, might cause future movements to the roadbed proper and embankment and cut sections in this particular area.

I would appreciate your reviewing this plan of ours and receiving your approval to make the expenditure to complete this work. If you feel that it is necessary, our Engineer, Division, Mr. King could meet with your resident engineer at Astoria to go over this entire project if you so desire.

Your early attention to this matter would be most helpful so we can get this section of railroad back to normal operation.

Very truly yours,

H. F. MOY
Director, Engineering

HFM:pe
Enclosures w/prints

File: A-37

[illegible]

FOR FILING

S

OREGON STATE
HIGHWAY DIVISION

7631

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 8, 1972

To Oregon State Highway Commission

ORIGINAL SIGNED BY
F. B. KLABOE

From F. B. Klaboe
Acting State Highway Engineer

AGENDA
JUN 27 1972
4C

Subject Fern Hill Slide Project
Columbia River Highway, Clatsop County

We have made further intensive investigation of the Fern Hill Slide approximately nine miles east of Astoria on the Lower Columbia River Highway, utilizing the study prepared by our consultants, Shannon & Wilson. Analysis of both their data and subsequent data prepared by the Highway Division leads us to propose an unloading project costing approximately $500,000.

We request your authority to add this project to Program XII and to take bids at the earliest time in order to complete the work before next winter's rains.

This matter will be on the agenda for the June 27 meeting and your approval is recommended.

Fran

cc Floyd Query
George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
Ben Gifford
J. B. Boyd
Gary Ross
Gary Sund
RDA:bb ms

NOTED
FLOYD QUERY

RECEIVED JUN 1? 1972

FOR FILING

7631

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1972

To: Mr. Victor D. Wolfe
Location Engineer

SUBJECT: Fern Hill Slide
Lower Columbia River Highway
Clatsop County

G. Wimer asked me to advise about the expectation for stability of the Fern Hill slide with or without a nominal amount of remedial construction and anticipating a nominal amount of annual maintenance.

During the past rainy season, the east and west ends of the slide have been relatively free of movement while a portion in the center has moved of the order of eight feet laterally. There are no reports that the railroad has moved at all. In short, slide activity has quieted substantially although rainfall has been nearly the same except that there has not been the peak of rainfall in February experienced during the previous two years.

Slides of the nature of Fern Hill which are relatively shallow depth, on relatively flat slopes, and which progress with time considerably up the slope, have been an exasperating enigma to explain in the past. However, in 1967, a theory by L. Bjerrum explaining the mechanism was published in ASCE Journal of Soil Mechanics. This theory was illustrated by several experiences from worldwide locations by Stanley Wilson in 1969. In short, this theory proposes that there are residual stresses in soil formations which were formerly under thick overlying deposits which have now been eroded away. These residual stresses are released by excavation and contribute to the static forces to cause sliding, according to the theory.

While the theory is discussed at great length, there is no discussion as to what to do about them. However, it is logical that once residual stresses are released by movement they can no longer affect the stability. This release of residual stress may help to explain why the slide has been relatively quiet this winter. Unloading and drainage work already completed have also helped.

NOTED
E. S. HUNTER

It is my opinion that with some additional unloading in the center portion of the slide and drainage work throughout, that the slide will, with a nominal amount of maintenance over a few years, ultimately become stable. I think there is considerable evidence that this will be true in the Shannon & Wilson report. This is indicated

REFERRED TO Wills Info
By Location Engineer

cc ESK

by the extent of old landsliding which they mapped throughout the area and which has since been stable for a number of years. After some period of sliding, some slopes have become stable while still under stress as great or greater than now present at Fern Hill slide.

Unloading the slide as shown on the cross section at station 236 will increase the ratio of resisting forces to sliding forces to about 1.15, if the present ratio is about 1. Installing the perf drain with rock backfill will increase this ratio to 1.25. Installation of horizontal drainage is estimated to further increase the ratio to 1.37.

FW Yarbrough

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: Gerry Wimer
Ed Johnsen

RECEIVED
JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 5 1972
FOR FILING

FORM E-30 (REV. 10-68)

76.31

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 30, 1972

To: L. H. Young
Programing Engineer

BUILDING

SUBJECT: PROGRAMING
Fernhill-Burnside Section
Columbia River Highway
Clatsop County

We have received four files for slide control on the above project. These files are estimated at $30,000 and do not involve any relocation.

Please authorize the use of State funds to purchase this property.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ha

cc M. R. Mitchell
M. Kanz

6-2-72
OK
JBK

RECEIVED
MAY 30 1972
PROGRAMING SECTION

RECEIVED
MAY 25 1972
FOR FILING

38-1403

C.

7631

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1972

SUBJECT: Fernhill Slide

To: Memo to the Files

The following inspected the Fernhill Slide Thursday, May 18:

C. T. Keasey, OSHD
J. B. Boyd, OSHD
Gerald Wimer, OSHD
Loren Weber, OSHD
William Fretwell, OSHD
Paul Riedl , FHWA
Ray M. Schwegler, FHWA

It was determined there had been no movement on centerline in either the easterly or westerly portion of the slide. The center portion had moved 3/10's of a foot on centerline [redacted] There was also some movement in the upper portions of the work done last year on the westerly portion of the slide.

All were agreed these were relatively minor movements for such an extensive slide area considering the magnitude of last winter's rains. It was further agreed some reshaping, ditching, some minor unloading, additional horizontal drains, and plumbing the drains could further help stabalize the slide sufficiently to obtain a maintainable roadway across it.

The FHWA representatives wanted a highway division staff geologist review of these proposals. Fred Yarbrough has been so instructed. As quickly as his report has been compiled, it will be forwarded together with a reconnaissance type estimate with the recommendation that we proceed this year.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: F. B. Klaboe ✓
Ed Hunter
L. H. Young
C. T. Keasey
Vic Wolfe
Fred Yarbrough
Loren Weber

RECEIVED
MAY 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAY 22 1972

FOR FILING
FORM E-30 (REV. 10-69)

7631

4-1005

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1972

SUBJECT: Fernhill Slide

To: Floyd Scott
R/W DESCRIPTION ENGINEER

The limits of the Sylvia B. Mohr property is defined in the attached data which is listed in Donnie R. Bedford's attached May 10, 1972 letter.

Although the Mohr property is larger than was thought when I recently recommended to Assistant State Highway Engineer E. S. Hunter the Mohr property be purchased in its entirety, the same principle applies. It is, therefore, still recommended the entire remainder be purchased. This will eliminate severence damages and will give us a uniform southerly right of way line.

Original signed by, Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: ✓E. S. Hunter
Loren Weber

NOTED
E. S. HUNTER

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1972

FOR FILING
FORM E-30 (REV. 10-69)

7631

38-1403

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1972

SUBJECT: Fernhill Slide

To: Loren Weber
RESIDENT ENGINEER

A review of the Fernhill Slide should be made in the near future to determine what corrective work, if any, should be contracted this summer.

Construction Engineer, C. T. Keasey, Regional Engineer, J. B. Boyd, and I will make an investigation Wednesday, May 17. In the interim please commence the review described by telephone.

When a preliminary estimate can be made, it should be submitted through channels to Assistant State Highway Engineer, E. S. Hunter, who will arrange for programming the necessary funds. FHWA Area Engineer, Paul Riedl, will be consulted by this office.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: ✓Ed Hunter
C. T. Keasey
Victor Wolfe
Bill Fretwell

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Salem, Oregon
May 5, 1972

Mr. Frank Hall
Design Engineer

Additional Right of Way
Fernhill Slide

BUILDING

Attached are pertinent correspondence and an aerial mosiac showing properties affected by the Fernhill Slide.

Please prepare a map, obtain estimates of cost for those properties recommended for purchase by Mr. Wimer. Supply this information and any additional needed to Mr. Young who will request Federal participation in the purchase.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: F. B. Klaboe
L. H. Young
J. B. Boyd

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 1, 1972

Mr. A. Louis Angstrom
6615 S. W. Mayo
Portland, Oregon 97223

Dear Mr. Angstrom:

I have reviewed the file concerning your property located within the boundaries of the slide known as the Fernhill Slide east of Astoria on the Lower Columbia River Highway.

We are in the process of writing descriptions of the property needed for correcting the slide conditions. This matter must go before the Highway Commission at their next meeting and if approved, we will contact you to negotiate purchase of your property damaged by the earth movement.

Thank you for being so patient with us in this matter, we will expedite our negotiations with you.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

ESH:jf cg
bc: George Baldwin
F. B. Klaboe
E.S. Hunter
D. H. Moehring
L. H. Young
V. D. Wolfe
J. B. Boyd

NOTED
E. B. HUNTER

4-1005

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1972

SUBJECT: R/W File 42034 Angstrom
Fernhill Slide

To: Ed Hunter
ASST. STATE HWY ENGINEER

In response from another letter from A. Louis Angstrom, you requested my opinion and requested a direct communication.

I would recommend purchase of the entire Angstrom remainder northerly of the highway. The entire adjoining Clatsop County ownership should also be acquired. Both are in the Osterholme portion of the Fernhill slide. Both sustained heavy movement and cracks in early 1971. They cannot be used for any other purpose than slide correction.

Both the Angstrom remainder north of the highway and the Clatsop County ownership were recommended for acquisition in my September 17, 1971 letter. A copy of that letter is attached as well as Resident Engineer Loren A. Weber's August 30, 1971 letter of attachment to it and Construction Administration Engineer John A Bond's October 1, 1971 letter on which A. E. Johnson has pinned an October 26, 1971 note explaining why acquisition has not previously been undertaken.

During the early part of last winter the western and central portion of the Fernhill Slide migrated southerly. This resulted in Regional Engineer J. B. Boyd's attached November 10, 1971 letter recommending acquisition of the entire S. Mohr remainder. The EW and Helen Thalls remainder which is opposite the central portion of the slide should also be acquired.

It is true that movement on the Mohr and Thalls property does not presently go beyond the line 750' from centerline. However, negotiations have twice previously been conducted with both these owners. Each time damages were repaid on the remainder. This should not be done again. Their entire ownership would square up with the southerly line that we have acquired to on the easterly or Osterholme portion of the slide.

For your convenience, attached is an area mosiac showing these recommendations. It should be noted the recommendation on the Mohr property includes a small remainder northerly of the highway. This will make our ownership in the slide area continuous with the exception of the Hughes and Iverson house. It is situated on a seemingly non-moving island of land between the central portion of the slide and the Osterholme portion.

There are other properties affected by the slide. There is movement on two different Swanson properties westerly of the slide and movement on the Doumitt property easterly of the slide. All three contain homes. None of these people want to move. Eventually we will have to pay them for the damages they have sustained. They have been good neighbors considering the circumstances.

Please arrange for return of the aerial mosiac when you and the Right-of-Way Description Engineer are through with it. It is an old photo dated March 17, 1971. It doesn't show the current situation except for Right of Way.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: C. T. Keasey
L. Weber

RECEIVED
MAY 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

C Edwards
copy GMB

April 17, 1972
6615 S. W. Mayo
Portland, Oregon 97223

Mr. Rod Porter
Oregon State Highway Department
State Highway Building
Salem, Oregon 972310

Dear Mr. Porter:

In early 1969 we sold land in the Fernhill area east of Astoria, Oregon to the Oregon State Highway Department to assist in the construction of U. S. #30. Mr. Virgil Wilson was Right of Way Agent for this transaction. Since completion of this highway section the area has been troubled by land slides. My remaining property has been severely damaged by these slides. It is in this regard I am writing you.

My property on the north side of the road has virtually been cut in half by the slide in a diagonal manner. As a result a buyer for this property would not consider going through with the deal because he could not safely build on it. In all honesty I am sure I can never sell it for what it was formerly worth. Further, the property on the south side of the road is no longer desirable because it is adjacent to the slides. My failure to sell this land has and is causing me a severe financial hardship. Specifically, I cannot sell this land so that I can purchase a replacement parcel east of Newport, Oregon. This latter property would represent a substantial financial gain for me if I can buy it. The only way I can purchase this land would be through a settlement with your Department.

Seeing this situation developing, I wrote to Mr. Jess Barton, District Property Agent, on February 20, 1971, advising of the damage occasioned by the slide and asking for prompt action. I received an acknowledging letter dated February 24, 1971, copy enclosed, from Mr. Virgil Wilson stating some corrective measures were under way (not on my property) and a decision had not been made pending soil tests and engineering on main portion of the slide area. I was asked to bear with them for 90 days or so pending a soils study and that when a decision was made they would get in touch with me. On the 25th of March, 1971, I signed a release granting the Highway Commission permission to enter the property and drill a test hole and take periodic readings during the slide soils test. No further word was received and on July 27, 1971, I wrote Mr. Virgil Wilson requesting further information as to a decision by the State Highway Department on this matter. I also indicated my desire to purchase property on Yaquina Bay and that I had mentioned this need to purchase property on Yaquina Bay (east of Newport). In response to this letter Mr. Wilson contacted me and indicated that his office was attempting to secure permission to purchase the property.

Keebe
RID

On November 4, 1971, I received a letter (copy enclosed) from Mr. Gerald Wimer, Regional Construction Engineer, stating in part that his office had not received authority to purchase remaining property "North of the Highway"; that Consultant Geologist Shannon and Wilson, Inc. were nearing completion of their study and that further studies would be needed.

To date this situation has caused me considerable inconvenience, additional expense and loss of earning power through reinvestment. Further, I shall suffer severely through monetary loss and inconvenience should I fail to purchase the property on Yaquina Bay. I have tried to be reasonable but the Highway Department's apparent reluctance to resolve this situation is not fair. Prior to seeking an attorney I am appealing to you for your help.

Trusting I shall hear from you in the near future, I am

Sincerely,

A. Louis Angstrom

A. Louis Angstrom
6615 S. W. Mayo
Portland, Oregon 97223

cc: Mr. Wm. Holmstrom

Enc.: 2

APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

4-1005

Salem, Oregon
November 10, 1971

F. D. Morgan
CONSTRUCTION ENGINEER

FernHill Slide Correction Work
Lower Columbia River Highway

The subject of my correction recommendations has been the subject of verbal conversations between yourself and Gerald Wimer. The recommendations which were made were in the interest of minimizing future costs on this slide.

actually John [illegible]

I have found through experience that the removal of trees above a crown scarp such as this greatly facilitates the removal of the slide mass if that becomes necessary and is a relatively minor cost while the trees are still in an upright position. This with the constant patrol of the scarps to remove all the water possible are merely first aid measures but I strongly recommend that it is good construction practice.

In order to remove this strip of trees it was recommended that the entire S. Mohr property be acquired. The slide has now progressed southerly so that the crown scarp is actually over the summit of the ridge. Considerable breaking back of the slope could be done by taking the material and trees to the south. It would appear that with the small remainder left and the probability of continuing slide activity that this purchase would be in our best interests to facilitate both the clearing operations and the flattening of this crown scarp.

I recommend both of these actions as not being absolutely necessary but both good construction practices to minimize future efforts.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: Loren Weber

REGION 2 ENGINEER
RECEIVED
NOV 10 1971
RE RCE RME RTE ROE
ULE GEO TA FILE

**OREGON STATE
HIGHWAY DIVISION**

East Salem Highway Building...............Salem, OR...97310

November 4, 1971

A. Louis Angstrom
6615 SW Mayo
Portland, OR 97223

copy in Consult. file

Dear Mr. Angstrom,

R/W File 42034
A. and M. Angstrom
Fern Hill-Burnside Slide

Following your July 27 letter to Right of Way Agent Virgil Wilson, he contacted you saying that this office was attempting to secure authority to purchase your remaining property northerly of the highway.

To date we have been unsuccessful. What is needed is an over all plan for the entire area so all the additional right of way needed can be blocked out and made eligible for Federal participation.

Our Consultant Geologist, Shannon and Wilson, Inc., are nearing the completion of their study. Following its acceptance and review, further studies would be needed to define a plan and additional right of way.

Following Highway Commission approval of that plan and right of way, negotiations could then be conducted. There is no time schedule.

We are indeed sorry for this further delay and inconvenience, but again thank you for your patience and understanding.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Virgil Wilson
Loren Weber
F. D. Morgan
Rod Henry

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1971

SUBJECT: Fern Hill-Burnside Section

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

REGION 2 ENGINEER
RECEIVED
OCT 27 1971
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RDE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

We re-submit herewith the recommendation to acquire additional right of way on three properties on the subject section. Notations have been made on the latest aerial photograph indicating existing State ownership through this section and the three properties on which additional taking is recommended.

I believe this is the additional information which you wanted to see. Our complete file is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw

Enc.

10-26-71
Since R/W acquisition at this time would be 100% State fund, the purchasing of the two add'l properties is not approved ~

RECEIVED
OCT 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

Routing
Morgan
Decker
Bond
Pease
Swan
Glenn
Litchfield
Gallagher

RECEIVED
SEP 27 1971
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1971

SUBJECT: Fern Hill-Burnside Slide

To: John Bond
CONSTRUCTION ENGINEER

Attached is an aerial mosiac showing all of the original property in the Fern Hill area, present right of way limits, and additional right of way recommended at this time. This is in response to your August 26 letter and is supplemented as follows:

ENTIRE TAKINGS WERE:

R/W FILE	GRANTOR	PORTION
42019 & 45134	Frank R. and J. Nelson	
42020 & 44289	Micheal and Connie Buckman	
42021 & 45135	Marvin H. Belcher	
42023 & 44290	William L. Fornas	
42024	O. Neil Collins	
42025	Gerry E. Backanen	
42027	Frederick Waisanen	
42028	William P. and Gloria M. Hoag	
42029 & 44654	E. Denny (later Bailey)	
42031	Mary E. Osterholme	
42032	C. W. and Virginia Ashbaugh	

PARTIAL TAKINGS WITH NO ADDITIONS PRESENTLY RECOMMENDED:

42016	Elas A. Simonsen	
*42017	Selma K. Swanson	
*42018	Clarence L. and Ethel Swanson	
**42022 & 44290	Sylvia B. Mohr	
42026 & 43808	E. W. and Helen Thalls	
42034	Andrew L. & Marie E. Angstrom	
41844 & 44292	Crown Zellerbach	
*42035	Doumitt	
42036	Robert J. & Helen S. Collins	
42037	Abel S. and Marian E. Olsen	
42262	Arnold and Shirley K. Fuchs	
42226	Edward N. Santilli	

SP*82475-734

O.K.
M.

ADDITIONS RECOMMENDED AT THIS TIME:

42030 & 44291	Donald E. Hughes and Iverson	Remainder S of Hwy
44293	Angstrom	Remainder N of Hwy
	Clatsop County	Entire Remainder

*There are slide cracks on all three of these remainders. All three have homes on the remainder that are presently occupied. We will eventually need to pay for the damages that have occurred. Now is not the timeas there may be more damages or we may need more right of way for a future line change or slide correction. These needs are not presently identifiable.

**The portion of this remainder northerly of the highway should be acquired. No arrangements have been made to do so.

More right of way than the seven parcels mentioned above will eventually be required to correct this slide or revise the highway and railroad. But until a plan is developed, we can only recommend those 1) where we have an obligation to negotiate, 2) where the owner requests settlement, or 3) are obvious entire takings. These are situations with the three parcels presently recommended. One of these, Hughes and Iverson, is already being negotiated by the Right of Way section.

We would be glad to discuss the matter in further detail or furnish additional information. Loren Weber's more detailed August 30 analysis is also attached.

Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

Attachments

cc Rod Henry
    Loren Weber

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
August 30, 1971

To: Mr. J. B. Boyd
Region Engineer

SUBJECT: R/W Status
West End FernHill-Burnside Section
Columbia River Highway

Attn: G. W. Wimer

As per your request, I have prepared a status of the R/W negotiation as I know or understand it at the present.

Beginning on the West end where we are at present dumping waste material on the Oregon Lumber Export Property R/W File # 43490, I find that the agreement states we shall have the use of the original 10 acres for $1,800.00 per acre which I assume has been paid and the right to use but not to exceed an additional 10 acres, it having been previously determined that we could use this on an acre by acre basis for an additional $1,800.00 per acre. The agreement doesn't state whether we are to pay in advance for the use of the remaining property or if we may pay later upon the determination of the actual amount of land used. In any case, we have exceeded the original 10 acres at this time.

The Simonsen property, R/W File # 42016 has not changed from the original purchase.

B & S Swanson, R/W File # 42017 has not changed, though in March I received a call from her stating that her house had suffered settlement. I made a report on March 12, 1971 after having investigated and taking pictures, at which time, though there was some damage, I couldn't see where we had been the cause.

C & E Swanson, R/W File # 42018 has not chnged in so far as the R/W purchase is concerned, but they have suffered damge as a result of the sliding, there being cracks in the ground both back and in front of the house, the foundation cracked, the front steps distorted, plaster cracks inside, damage to their septic tank system and we had to go in and fall some danger trees last winter which trees havn't been removed as yet though I have asked your permission to set up a Force Account to do this work on the present contract.

F & J Nelson, R/W File # 42019 and 45134 represents an entire taking. I have the option for the latter but no deed, though I assume there are no problems.

M & C Buchman, R/W Files 42020 & 44289 represents an entire taking which was in condemnation. The best information that I have is that htis was settled out of court and is therefore clear.

Fornas, R/W File # 42023 and 44290 represents an entire taking which was settled out of court.

SP*52475-734

S. Mohr, R/W File # 42022 & 44290 gives us a 600 foot strip on the southerly side across the entire width of the property which I assume has been optioned at least. This strip of land encompasses Collins and Backanen both of which were purchased in their entirety some time ago.

Belcher, R/W File # 42021 and 45135 represents an entire taking which has been settled.

E &,H Thalls, R/W File # 42026 & 43808 gives us a strip of land 500 feet in width southerly of the centerline which has been settled.

F & L Waisanen R/W File# 42027 was an entire taking originally.

W & G Hoag, R/W File # 42028 was an entire taking originally.

E. Denny, later Bailey, R/W File # 42029 & 44654 represent an entire taking which has been completed.

Huges and Iverson, R/W File # 42030 has been settled but additional land to the south R/W File # 44291 is still in nogotiation as I understand it with our recomendations to acquire all of the land southerly of the centerline.

C & V Ashbaugh, R/W File # 42032 was an entire taking originally.

Osterholme, R/W File # 42031 was enlarged to become an entire taking which has been settled.

Crown Zellerbach, R/W File # 41844 & 44292 gives us a taper from 600 feet right opposite approximate station 252 to 150 feet right of station 257 and included in this same taper is a portion of A & M Angstrom, R/W File # 44293. The original file on Angstrom was settled, I don't know the status of the small triangle included in File # 44293. Mr. Boyd has recomended that we acquire all of the Angstrom property as well as all of the Clatsop County property lying to the North of the Highway though to my knowledge no R/W File numbers have been assigned for these yet.

There has been no chnge since the original purchase of Collins, File # 42036, Olsen, File # 42037 and Barendse, File # 42262 on the South side of centerline since the original purchase.

Loumitt, formerly Beal, File # 42035 on the North side has suffered damage from the slide, but to date, no action has been taken with regard to this except we have been helping them with a water filtration system.

Santilli, File # 42226 was settled in the original taking and to my knowledge, has no further claim at this time.

Loren A. Weber

Loren A Weber

Resident Engineer

OREGON STATE
HIGHWAY DEPARTMENT
EAST SALEM HIGHWAY BUILDING
2960 East State Street
Salem, Oregon 97310

February 24, 1971

Mr. A. Louis Angstrom
6615 S. W. Mayo Street
Portland, Oregon 97223

File No. 44293
Fernhill-Burnside Section
Columbia River Highway
Clatsop County

Dear Mr. Angstrom:

This is to acknowledge your letter of February 21, 1971, concerning your property at Fernhill.

The Highway Division is aware of the slide condition on your property and the Division is making periodic checks of any movement on the hillside. Some corrective measures are under way on the south side of the highway, but the Division has not made a decision pending soil tests and engineering on the major portion of the slide area.

I want to thank you for writing and we appreciate your concern over the problem, but we would ask that you bear with us for another 90 days or so while the soils study is being made and as soon as a decision is made we will be in touch with you.

Thank you again for writing.

Very truly yours,

Virgil P. Wilson

VIRGIL P. WILSON
Right of Way Agent

VPW:sm
cc D. H. MOEHRING
F. D. MORGAN
R. D. ASBURRY
L. WEBER

OREGON STATE
HIGHWAY DIVISION

7631

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 31, 1972

Mr. H. F. Moy
Regional Manager Engineering
Burlington Northern
Post Office Box 571
Portland, Oregon 97207

Dear Mr. Moy:

I apologize for the delay in replying to your letter of March 3 concerning the problem at Fern Hill Slide on the Columbia River Highway.

We have attempted to evaluate the many factors involved in the relocation of the Columbia River Highway in this area, hoping that I could then give you a definite reply. I regret that this evaluation was not successful and at this time we cannot give an indication as to the positioning of the relocated highway, nor can we assure you of any date when such a decision can be made.

The decision-making processes get bogged down simply because the location of the highway in the area of Fern Hill Slide dictates the positioning of the highway in Astoria. Consequently, we can only respectfully request that you maintain your railroad in the least costly manner commensurate with operating problems. Please be assured that we will pursue this problem to the end that at the earliest possible date we do arrive at a decision as to where the final alignment of the highway will be.

NOTED
E. S. HUNTER

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

RECEIVED
MAR 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

VDW:mc

bc bc E. S. Hunter (w/att.)

Yes

Wolfe
Have you distributed the studies?
EdH

3-21

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

March 3, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Victor D. Wolfe
Location Engineer

Gentlemen:

I have your letter of January 24th, 1972, as well as a copy of the final report prepared by Shannon and Wilson, relative to the Fern Hill Slide on the Fern Hill-Burnside Section of the Columbia River Highway.

We have reviewed the report and the only comment that I would make at this time is that the Railroad would not entertain any ideas of constructing a new trestle to run on. It has been quite cumbersome for the Railroad in the past year or two since the slide occurred, in the proper handling of our trains between Portland and Astoria due to the conditions that exist on our track in the slide area and therefore, it is quite important to us that plans be made to either get the track back into a satisfactory operating condition or construct a new line of railroad.

I would appreciate being advised what the Oregon State Highway Department's plans might be in regard to further highway construction work and also as it may relate to the Burlington Northern Railroad so that we can make plans accordingly. As you know, anything we do must be planned and ready to go so that the work can be accomplished during the summer months this year.

RECEIVED
MAR 6 1972
LOCATION SECTION

Page 2 - Mr. George M. Baldwin
Oregon State Highway Division

If the highway is reconstructed or rebuilt and it does not involve relocation of the railroad, we would then want to go in with a bank widening project for a mile or so either side of the Fern Hill Slide and regrade our subgrade so that we can get the proper run offs and proper alignment back to the restablished grades and alignment.

This as you are aware will all be at the expense of the Oregon State Highway Commission under a contract we have with you covering this work.

Very truly yours,

H F Moy

H. F. MOY
Regional Manager Engineering

HFM:pae

File: A-37

RE[illegible]D

FO[illegible]S

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 2, 1972

7631

SUBJECT: Monitoring Slope Indicator Installations
Fern Hill Slide
Columbia River Highway
ESH-337

To: Mr. E. S. Hunter
Assistant State Highway Engineer

337

NOTED
F. B. KLABOE

- copy in special folder.

The matter of Shannon and Wilson or the Highway Division monitoring slope meters on the subject slide area study was discussed with Mr. Klaboe when he was still Assistant State Highway Engineer. Mr. Klaboe and I agreed that in case we wanted documentation for trying to force the highway into the river through this area, it would be better to have had this monitoring done by consultants.

Our agreement with Shannon and Wilson does cover monitoring the slope meters. All that is necessary to initiate this procedure would be your signing the attached rough draft and forwarding to Shannon and Wilson. I recommend that you so do, but will discuss it further if you so desire.

Victor D. Wolfe
Location Engineer

VDW:mc

Attachments

cc F. B. Klaboe ✓
J. B. Boyd

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

E-121(4)

7631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1972

SUBJECT: Fern Hill Slide Movement
Fountain Slide Movement

To:
E. S. Hunter
Asst. State Highway Engineer

Building

I believe that Mr. Klaboe asked for data concerning movement of the two subject slides.

On the Fern Hill Slide, the centerline has moved from 0 to .15 ft. northerly between 237 and 241, appearing to be a fold action. A fly line 215 ft. right shows northerly lateral movement from 229 to 241, tapering generally from 0 to 229 to about 7-1/2 ft. at 236 and 237, then returning to 0 at 241. This shift is accompanied by a vertical drop of .4 of a foot. Fly line 341 feet right approximately duplicates the above. The scarp line is roughly 470 ft. back beginning about 231 and running ahead some 25 ft. northerly from the centerline to 237 where it disappears into the brush to the south. There is a fold break roughly parallel to the scarp about 370 ft. out. There appears to be evidence of folding on the roadway running along the hillside to the right of station 239. A check of the existing highway below this area shows no horizontal or vertical movement.

Very little movement has occurred on the Fountain Slide, the hump remaining about the same. Some shifting has occurred at the east end of the slide with a crack across all four lanes of the highway, this crack being four inches at the widest point.

Robert N. Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

NOTED
TOM EDWARDS

cc: A. E. Johnson

REFERRED TO
Tom
BY DEPUTY STATE HIGHWAY ENGINEER
2/

NOTED
E. S. HUNTER

Route to Klaboe
ESH

RECEIVED
JAN 2 [illegible]

FOR FILING

F-121 (4)
7631

January 21, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project Acceptance
Project No. F-121(4)

Dear Sir:

Your December 8, 1971 endorsement noted that contract work on Contract No. 7631, Fern Hill Slide Section in Clatsop County, Federal-aid Project No. F-121(4), was satisfactory. The State Highway Commission authorized acceptance of the project as of December 15, 1971.

Attached or listed below are the data necessary for your acceptance of the project.

There was no participating work under State Force Order by State forces or others.

Attachments are as follows:

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Monthly Project Cost Report (E-256)
Construction Engineer's Statement
Narrative Report

Your acceptance of the project is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

JK:alc

cc: V. E. Skoog

3-6-72

STATE COPY

FORM PR-33.E
(REV. 3-68)

cc: OSHD (AEJohnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

REGION NO. 10	REPORT NO. 4	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT 3/6/72	REPORT MADE BY J. R. Schultz, Area Engineer		PROJECT NO. F-121(4)
COMPLETION DATE 11/5/71	ACCEPTANCE DATE 12/15/71	TIME ELAPSED % 100	CONTRACT TIME 75 cal. workdays
APPROVED EXTENSIONS None	LOCATION Approx. 3¼ mi. east of Astoria on US 30.		

1/631

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonable close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

3-10-72
REFERRED TO
Young
DEPUTY STATE HIGHWAY ENGINEER

MAR 8 1972
REGIONAL OFFICE

FERNHILL SLIDE SECTION
COLUMBIA RIVER HIGHWAY
Slide Correction

This project involved removal and disposal of an estimated 307,000 CY of slide material.

NOTED
A. E. JOHNSON

3/10/72
Capecci to
Boyd
Chase
Fisher
Gallagher
Hatcher
Fo

Final Cost

The contract item work was completed at a final cost of $163,810.57. The total final cost of the project, including engineering and contingencies was $184,538.57, which is an underrun of about 31%.

Overruns and Underruns

General Excavation underran by 28%, primarily because of variations of construction cross sections from aerial sections used in design, and a change in the typical section. This was explained in Report Nos. 2 and 3 and documented in Price Agreement No. 2.

NOTED
TOM EDWARDS

Time

The contract calendar workday time count expired on November 5, 1971, which is the date the contract work was completed.

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBERRY

* NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE	SIGNATURE Original Signed by R. E. Simpson
TITLE J. R. Schultz	TITLE R. E. Simpson
3/6/72	Division Engineer DATE 3-8-72

RECEIVED
MAR 10 1972
PROGRAMMING SECTION

REPLACES FORM PR-33.E WHICH MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

K

ME

JAN 20 1972

F-121 (4)
7631

January 20, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 17, 1971, we wrote to you concerning release of final payment on Contract No. 7631 awarded to J and T Construction, Inc., for correction of the Fern Hill Slide Section of the Columbia River Highway in Clatsop County.

Final payment on this contract is $10,366.90 and the total contract amount is $167,438.97 including $3,628 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Fm

cc J and T Construction, Inc.
P. O. Box 907
Eugene, Oregon 97401

United Pacific Insurance Company
P. O. Box 1788
Eugene, Oregon

Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. R. Boyd

RECEIVED
DEC 20 1971
FOR FILING

F-121(4)
7631

December 17, 1971

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7631 awarded to J & T Construction, Inc., for work on the Fern Hill Slide Section of the Columbia River Highway in Clatsop County was completed on November 5, 1971, and accepted by the Highway Commission on December 15, 1971.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before December 22, 1971.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc J & T Construction, Inc.
P. O. Box 507
Eugene, Oregon 97401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, Oregon

bc Frank Morgan
Ivan Merchant
V. E. Shoog
Attn: John Harr
J. B. Boyd

RECEIVED
DEC 17 1971
FOR FILING

F-121(4)
7631

December 16, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 5, 1971, on Contract No. 7631. The contract was with J & T Construction, Inc., and was for slide correction on the Fern Hill Slide Section of the Columbia River Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb
cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Marchant
V. E. Skoog
H. S. Cox
J. B. Boyd

RECEIVED
DEC 21 1971
FOR FILING

F-121(4)

7631

STATE COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

NOTED
A. E. JOHNSON

December 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Proj. No. F-121(4)

Cy Construction
Prog & Plan.
12-14-71

Johnson

Dear Sir:

All work under Contract No. 7631, Fern Hill Slide Section of the Columbia River Highway in Clatsop County, was completed on Nov. 5, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D.
For
L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date 12-8-71

Conditions noted on above date:

None

for G. K. Hosner
R. E. Simpson
Division Engineer

RECEIVED
DEC 03 1971
OREGON DIVISION

JRSchultz/eb

RECEIVED
NOV 30 1971

FOR FILING

F-121(4)
7631

November 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Federal-aid Project No. F-121(4)

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 2, Contract No. 7631, covering a change in the typical section to include a bench on the back side of the cut from station 219 to 218+50 on the Fern Hill Slide Section of the Columbia River Highway in Clatsop County.

During the excavation of the cut a zone of "Astoria Formation" has been uncovered. This agreement documents the change in the typical section to include a bench on top of the "Astoria Formation" which will result in a reduction in General Excavation quantities.

Copies of the engineer's letter of explanation and cost justification by the Cost Analysis Unit are attached.

This change in work was tentatively recommended for approval by the Federal Highway Administration Area Engineer November 16, 1971.

Your approval as of November 16, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Program and Planning Engineer

Enclosures

BMW:js

F-121 (4)
7631

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: FernHill Slide		WEEK ENDING: November 27, 1971
		SECTION PREFIX: 4-1005
	HIGHWAY: Columbia River	COUNTY: Clatsop
NAME OF JOB: FernHill Slide	KIND OF WORK: Slide Unloading	
CONTRACTOR: J & T Construction, Inc.	CONTRACT NUMBER: 7631	FEDERAL AID PROJECT NUMBER: F-121 (4)
DATE OF CONTRACT: August 3, 1971	DATE WORK STARTED: August 6, 1971	ESTIMATED COMPLETION DATE: November 5, 1971
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS:	WORK DAYS USED:
	SPECIFIED CALENDAR DAYS: 75	CALENDAR DAYS USED: 75
PROJECT AUTHORIZATION: $ 266,532.05	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 245,397.35	ENGINEERING AUTHORIZATION: $ 21,134.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 169,540	Week 230 ENGINEERING COST TO DATE: $ 11,560	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
ESTIMATED PERCENT UNDERRUN: 30.8%	PERCENT OF AUTHORIZATION: 55 %	DATE PROJECT WAS COMPLETED: November 5, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	307,000 yds				
TOTAL QUANTITIES CORRECTED TO DATE	220,500 yds				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	220,000 yds				
AVERAGE DAILY QUANTITIES	Done				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Pease
TUESDAY				Swan
WEDNESDAY				Glenn Litchfield
THURSDAY				Gallagher Stein
FRIDAY				BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
11/22 MONDAY	No work. contraet job completed. The survey crew worked on the R.R. traverse for slide check purposes.
11/23 TUESDAY	
11/24 WEDNESDAY	Semi-Final submitted by mail to Region Office today. Survey crew on R.R. traverse and levels for slide check purposes. Conferred with County Commission members and Roadmaster and got verbal assurance that a letter confirming their reciept of the check from the contractor to cover the cost of repair to claremont road would be immediately forthcoming.
11/25 THURSDAY	
11/26 FRIDAY	
11/27 SATURDAY	

REMARKS

Since the semi-final was submitted by mail 11/24/71, this will be the last weekly report.

SIGNED ______ LOCATION Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 23 1971

FOR FILE

F-121(4)
1631

Salem, Oregon
November 22, 1971

F. D. Morgan
Construction Engineer

Fern Hill Landslide
Columbia River Highway
Clatsop County

I have Edgar Johnsen's report on the recent slide movement on the subject landslide which occurred November 1 and 2. I also have copies of letters written by Loren Weber and J. B. Boyd, the latter recommending that we buy additional right of way from S. Mohr and, in fact, recommending that we acquire the entire balance of this property.

Please furnish a map indicating the exact extent of the recent slide movement and the extent of the remaining property belonging to Mr. Mohr. I would also request your recommendations concerning acquisition in future work.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc R. L. Porter
Tom Edwards
J. B. Boyd

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 11, 1971

To: MEMO TO THE FILES:

SUBJECT: Fern Hill Landslide
Columbia River Highway
Clatsop County

NOTED
A. E. JOHNSON

I reviewed a recent slide movement in the Fern Hill Landslide with Loren Weber on November 10, 1971. A 70,000 cubic yard movement began November 1 in the recently completed 2:1 slope which was above the 40 foot wide bench in black shale. The following day the slide broke behind the main scarp and extended a short distance over the crest of the ridge onto private property. Some timber has fallen, but none is of danger to nearby improvements.

The rainfall preceding the slide movement had been moderate. However, this section has always had heavy concentrations of groundwater.

Even though the slide may continue to creep the rest of the winter, there is little danger of added loading of the lower slide that affects the highway and the railroad.

Aerial photographs have been ordered on the landslide area from sta. 200 to sta. 285.

The State should acquire control of the property to the south of our R/W adjacent to this slide. No clearing or construction is recommended under contract No. 7631. Nearly all of the contractor's equipment has been removed from the site. The Region II Office will notify Shannon and Wilson of the slide movement.

Edgar L. Johnsen

Edgar L. Johnsen
Special Studies & Chief Cost Engineer

ELJ:fr

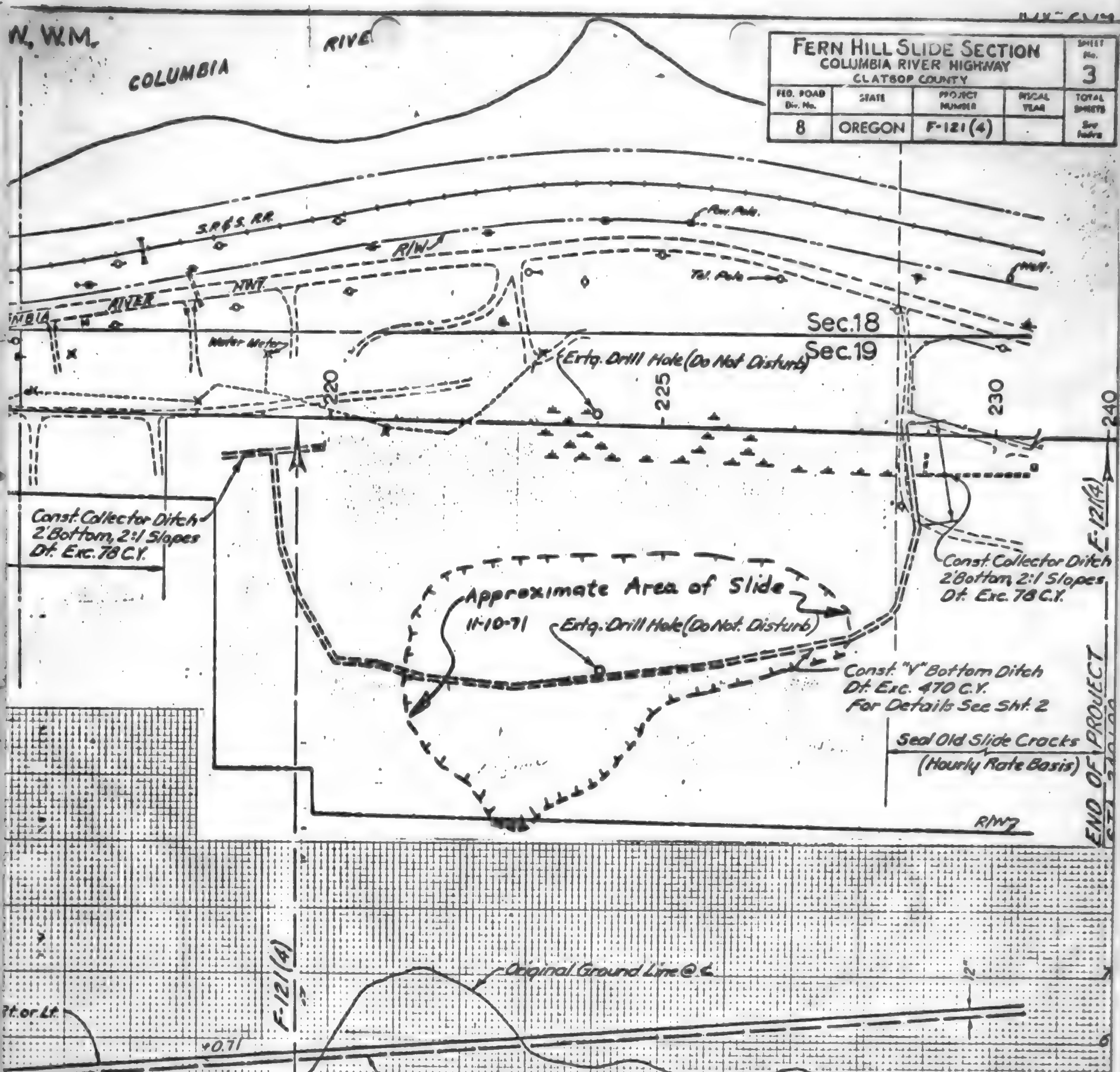
Attachments

cc: A. E. Johnson w/attach.
F. D. Morgan w/attach.

RECEIVED
NOV 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FERN HILL SLIDE SECTION
COLUMBIA RIVER HIGHWAY
CLATSOP COUNTY

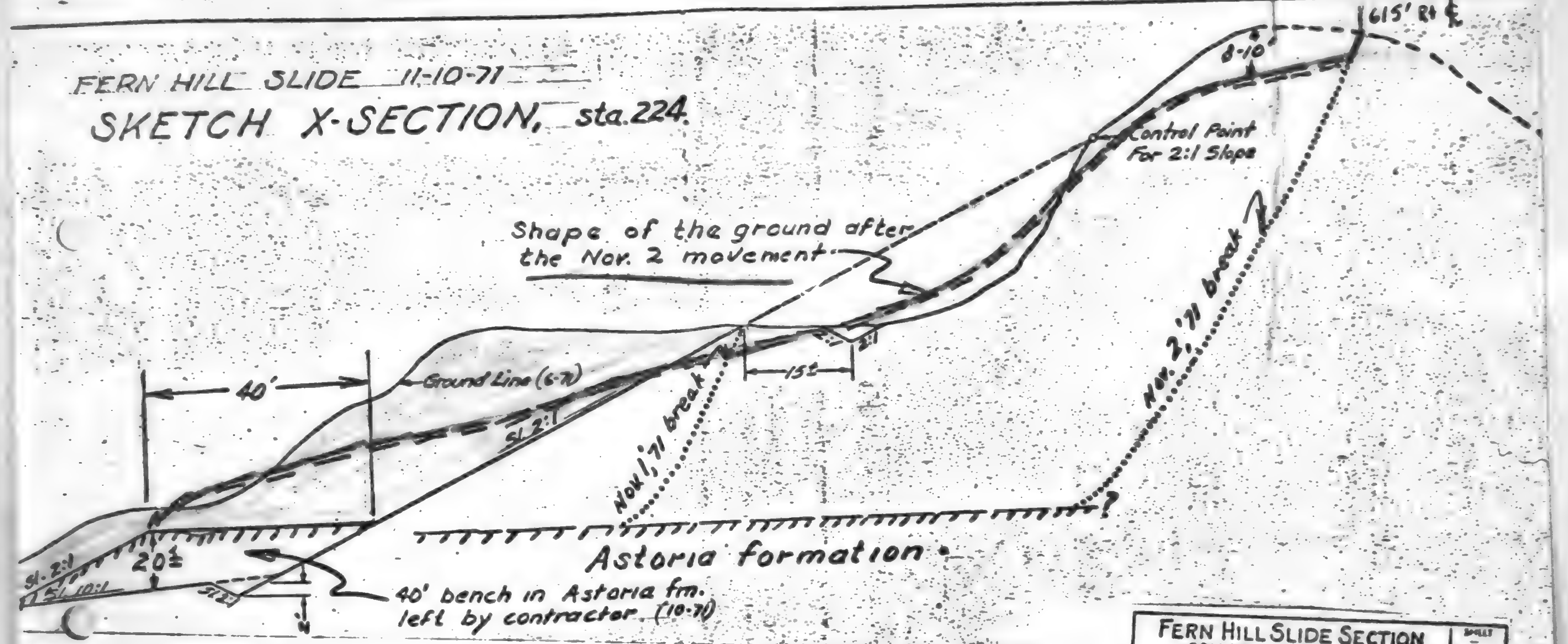
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET No.
8	OREGON	F-121(4)		See Index	3


N, W.M.
COLUMBIA
RIVE
S.P.&S. RR.
Pow. Pole
R/W
Tel. Pole
HWY.
NWT.
RIVER
Water Meter
Sec.18
Sec.19
Extg. Drill Hole (Do Not Disturb)
220
225
230
240
Const. Collector Ditch 2' Bottom, 2:1 Slopes Dt. Exc. 78 C.Y.
Const. Collector Ditch 2' Bottom, 2:1 Slopes Dt. Exc. 78 C.Y.
Approximate Area of Slide
11-10-71
Extg. Drill Hole (Do Not Disturb)
Const. "V" Bottom Ditch Dt. Exc. 470 C.Y. For Details See Sht. 2
Seal Old Slide Cracks (Hourly Rate Basis)
R/W
END OF PROJECT F-121(4)
BEGINNING OF PROJECT F-121(4) STA. 219+50
Original Ground Line @ ℄
Rt. or Lt.
+0.71
12"
Subgrade
Exc. 279,000 (Excess)
220
225
230

R/W (No Scale)

FERN HILL SLIDE 11-10-71

SKETCH X-SECTION, sta. 224



615' Rt ℄
8-10'
Control Point For 2:1 Slope
Shape of the ground after the Nov. 2 movement
Nov. 2, '71 break
Nov. 1, '71 break
15'±
2:1
Ground Line (6-71)
40'
Sl. 2:1
Sl. 2:1
Sl. 10:1
20'±
Sl. 2:1
Astoria formation
40' bench in Astoria fm. left by contractor (10-71)
?

FERN HILL SLIDE SECTION COLUMBIA RIVER HIGHWAY CLATSOP COUNTY				SHEET 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-121(4)	-	[illegible]

▬ - unloaded by J&T Constr Co sept-oct 1971.

4-1005

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1971

SUBJECT: FernHill Slide Correction Work
Lower Columbia River Highway

To: F. D. Morgan
CONSTRUCTION ENGINEER

The subject of my correction recommendations has been the subject of verbal conversations between yourself and Gerald Wimer. The recommendations which were made were in the interest of minimizing future costs on this slide.

I have found through experience that the removal of trees above a crown scarp such as this greatly facilitates the removal of the slide mass if that becomes necessary and is a relatively minor cost while the trees are still in an upright position. This with the constant patrol of the scarps to remove all the water possible are merely first aid measures but I strongly recommend that it is good construction practice.

In order to remove this strip of trees it was recommended that the entire S. Mohr property be acquired. The slide has now progressed southerly so that the crown scarp is actually over the summit of the ridge. Considerable breaking back of the slope could be done by taking the material and trees to the south. It would appear that with the small remainder left and the probability of continuing slide activity that this purchase would be in our best interests to facilitate both the clearing operations and the flattening of this crown scarp.

I recommend both of these actions as not being absolutely necessary but both good construction practices to minimize future efforts.

JBBoyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

cc: Loren Weber

Routing
2 ✓ Morgan — Pcaso E
Decker — Swan
1 Bond B — Glenn
Walker — Litchfield
Boehme — Gallagher
3 Johnson — Stein

RECEIVED
NOV 11 1971
CONSTRUCTION DIVISION

SP 82676-724

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Astoria, Oregon
November 2, 1971

To: Mr. J. B. Boyd
Regional Engineer

SUBJECT: Slide Activation
FernHill Area
Columbia River Highway
Clatsop County

Attn: G. W. Wimer

The cut slide in the area of the last contract began moving on Nov. 1, 1971 with the slope from the top of the intermediate bench, (the Astoria Formation), to the original bench below the steep scarp, breaking between approximate stations 223 to 227.

It broke at roughly the upper ditch line witn the face being about eight feet high, with a southern exposure to the end result that the toe has crowded out to just across the ditch line in the 40' bench.

This causes ponding of the water in the ditch to a depth about two feet until it runs over the edge. There is another crack in a new area, that is, back of where we have had them before, this one running diagonally from about station 223 on top of the ridge in a Northeasterly direction to within about 20' of the top of the scarp opposite approximate station 225 + - .

Shannon & Wilsons slope meter tube, B- ~~6~~ 5 & 9A are probably damaged beyond reading though the slope meter tube still appears to be in a vertical position. The one we placed on the 40' bench opposite station 224 was just at the edge of the toe of the flow and is still O. K. There was no movement on centerline as of the P.M. of Nov. 1, 1971.

A visual check was made East of the area, but no movement was observed at the time.

Loren A. Weber

Loren A Weber

Resident Engineer

Routing
V Morgan
Decker
4 Bond
4 Walker
Boehme
3 Johnsen

RECEIVED
NOV 10 1971
CONSTRUCTION DIVISION

Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
NOV 1 - 1971
FOR FILING

F-121(4)
7631

October 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Contract 7631
Prefix 4-1005
FAP F-121(4)

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 3, covering construction of drain ditches and re-seeding and mulching of areas distrubed by additional ditch work on the Fern Hill Slide Section of the Columbia River Highway in Clatsop County.

At the time for the final inspection it was determined that side drain ditches should be constructed along the "cat road" constructed to provide access for sealing the cracks in the slide area. Additional ditch work was required in those areas that had already been seeded and mulched, this order covers the cost to re-seed and mulch those areas that were distrubed.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, October 15, 1971.

Your approval as of October 15, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Program and Planning Engineer

BMW:alc

RECEIVED
OCT 27 1971

FOR FILING

F-121(4)
7631

October 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Contract 7631
Prefix 4-1005
FAP F-121(4)

Dear Sir:

Herewith for your consideration and approval are copies of Extra Work Order No. 2, covering removal of timber and logging debris from private property and stockpiling the logs on state property on the Fern Hill Slide Section of the Columbia River Highway in Clatsop County.

A number of trees were cut down during last winter as they moved into the slide area and became danger trees. It is felt that the removal of the trees, located at the westerly edge of the slide, may help in stabilizing the slide area.

A credit to the Federal Highway Administration will be determined at a later date for the stockpiled logs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer September 27, 1971.

Your approval as of September 27, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BW:dg

4-1005 C

RECEIVED
OCT 21 1971

F [illegible]

E-121 (4)
7631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1971

- original in consult. file

SUBJECT: October 14 Meeting
Fern Hill Slide

To: Vic Wolfe
LOCATION ENGINEER

The following people met in the Region I Conference Room at 1:30 p.m. October 14 to discuss the Fern Hill Slide:

FED HWY ADMINISTRATION
D. S. Gedney
Glenn Hossner
R. M. Schwegler
John Shultz

SHANNON AND WILSON
W. L. Wright
R. J. Deacon
K. F. Fugitani

ORE STATE HWY DIVISION
A. E. Johnson
J. B. Boyd
Gerald Wimer
Ed Johnson
W. N. Hackleman
F. W. Yarbrough
William Fretwell
Dan Gano

The meeting was primarily to brief Dave Gedney Chief, Soil and Rock Mechanics for the FHWA. It also served as an opportunity for the rest of us to review and consolidate our thinking.

The main presentation was by Walt Wright, P. E., of Shannon and Wilson. His recommendation is to relocate into the river. Three advance copies of Shannon and Wilson's final report will be submitted this week for review. The copies are for Staff, this office, and FHWA. After our review, the final report will be published and sufficient copies distributed as needed.

J. B. Boyd and others brought out the environmental difficulties of relocating into the river and asked for the alternatives. Reconstructing through the slide area without encroachment onto the estuary would be very very expensive and not very practical to construct. Boyd also mentioned the alternate of bypassing Astoria with minor improvements to the existing Columbia River Highway. This has not been studied by Shannon and Wilson. Our Division will conduct a reconnaissance-type study in the near future.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Fred Klaboe
Ed Johnson

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GP 52478-734

Form E-206—5M

F-121 (4)
7631

STATE COPY G-1P

APPROVED EFFECTIVE DATE 10-15-71
Contingent upon modification of project agreement if additional funds are required.
BY G K Hossner
TITLE Dist. Engineer
DATE 11-5-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name FernHill Slide
Highway Columbia River
County Clatsop
Contractor J & T Constr. Inc.
Address P.O. Box 507 Eugene, Oregon 97401

Date October 18 1971
Contract No. 7631
Prefix 4-1005
F. A. Project No. F-121 (4)
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Cut side drains from "cat road" constructed to seal slide cracks East of the main slide area and reseed and fertilize those areas where ditch work was found to be necessary after the original seeding and mulching work was completed.

To Contr. 11-10-71

NOTED
A. E. [illegible]

RECEIVED
NOV [illegible] 1971
OFFICE OF
[illegible]

Location by station numbers: 219 - 240

Estimate of quantities and cost:

Labor	65.00
Materials	20.00
Equipment Rental	-
Contractors Percentages	15.00
Total	100.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Ditch work in area where crack sealing was done by equipment rental under the contract and the grass seeding to replace that which had been done and later destroyed because I determined that the ditch work in these areas was inadequate after it had been accepted by our inspector.

Percentages allowable as per the A.G.C. - State Agreement. Work approved verbal ~~by region office.~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$266,532.05
Present estimate of project cost, including $100.00 for work under this order	$200,500.00
Expected under-run ~~over-run~~ amount	$66,032.05
Expected under-run ~~over-run~~ per cent	25

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: ~~Division Engineer~~ Reg Const

Approved: Deputy State Highway Engineer. ~~Assistant State Highway Engineer or~~ Office Engineer.
Program and Planning

SP*23577-734

Form 2-300—6M

F-121(4)
7631

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date Oct. 5, 1971

APPROVED EFFECTIVE DATE 9-27-71
Contingent upon modification of project agreement if additional funds are required
BY G. H. Hossner
TITLE Dist. Engineer
DATE 11-3-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Fernhill Slide
Highway Columbia River
County Clatsop
Contractor J & T Const. Co. Inc.
Address P.O. Box 507, Eugene, Oregon 97401

Contract No. 7631
Prefix 4-1005
F. A. Project No. F-121 (4)
Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove timber from the former Nelson property and clean up trees which were felled last winter on the Clarence Swanson property. The logs from the above to be piled on State property and to become the property of the State.

Approval recommended
effective 9-27-71
JAS

Location by station numbers:

Rt-217-220+50

NOTED
A. E. JOHNSON

To Constr
11-8-71

Estimate of quantities and cost:

Equipment Rental	625.00
Labor	775.00
Materials	0
Contractor's percentages	250.00
	1650.00

NOTED
TOM EDWARDS

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Timber removal to the west of the excavation area of the
slide. These considered to be danger trees as well as possibly contributing
to the slide movement. Percentage allowance to contractor as per A.G.C. -
state agrement. This work began Sept. 27,1971 by approval from region.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 266320.05
Present estimate of project cost, including $ 1650.00 for work under this order	$ 245000.00
Expected under-run ~~over-run~~ amount	$ 21320.05
Expected under-run ~~over-run~~ per cent	8.0

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: ~~Division~~ Engineer
Reg Const

Approval Recommended: Construction Engineer or ~~Bridge Engineer~~

Approved: R. D. ~~Deputy State Highway Engineer,~~ Assistant State Highway Engineer or

RECEIVED
[illegible]
FOR FILING

Salem, Oregon
September 27, 1971

NOTED
A. E. JOHNSON

- original in Const. file

MEMO TO THE FILES

F-121(4)

7631

RE: Fern Hill Slide, Clatsop County
Contract No. 7631, FAP F-121(4)

Relatively firm material was exposed by the contractor's excavation operation in mid-September. I inspected the project with Mr. G. W. Wimer, Mr. Loren Weber and Mr. William Fretwell September 15, 1971. The contractor was leaving most of the firm material in place as he encountered it in his excavation. This made a relatively flat bench about fifteen feet above the plan typical section.

The firm material was a dark grey mudstone characteristic of the Astoria formation. Drilling was ordered to determine the characteristics of the exposure.

The drill information was available the first of the following week. By then, the contractor had uncovered about 40,000 cubic yards of firm material within the plan excavation section. The representatives of the soil consultants, Shannon and Wilson, were requested to inspect the site and give their opinion about the part this firmer material played in the slide.

On September 21, 1971 the Highway Division people met with the consultants on the project. Representing Shannon and Wilson were R. Deacon, Geologist, and Frank Fugitarri, Soils Engineer. Representing the Highway Division were G. W. Wimer, Ed Johnsen, Robert West and Loren Weber; and for the FHWA was John Schultz, Area Engineer.

The consultants evaluated the mudstone core and could find no evidence of recent slide movement. However, they did find broken zones and slip seams on the face of the mudstone exposure. Their recommendation was to remove the grey mudstone that was more than forty feet beyond the toe of the present slope. This material, in their opinion, was within the active slide mass.

CONCLUSIONS:

Leaving a 40-foot bench in the planned slope will reduce the excavation quantities 15,000 cubic yards The estimated net excavation quantity on the contract would reduce to 235,000 cubic yards against the gross bid quantity of 307,000 cubic yards of General Excavation.

The Resident Engineer was instructed to get a price agreement from the contractor to delete this excavation at the bid price for General Excavation. The contractor could then proceed with the excavation on the revised section as recommended by the consulting engineers.

Edgar L. Johnsen
Edgar L. Johnsen
Special Studies & Chief Cost Engineer

RECEIVED
[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ELJ:fw
cc: A. E. Johnson
F. D. Morgan
J. B. Boyd

RECEIVED
SEP 24 1971

FOR FILING

F-121(4)
1631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
September 23, 1971

To: Memo To The Files

SUBJECT: File # 38197 Groves
FernHill - Burnside Section

I was over the property with Mr. Wilson of R/W in the P.M., September 22, 1971 at which time we took a series of pictures of areas I have photographed before, all of which show no change since I first began this operation in September, 1970. Mr. Wilson took a series of flash pictures indoors in addition to those I have taken.

We talked to Mr. And Mrs. Grove both of whom feel that there has been a steady progression.

The most alarming thing I heard was that Mr. Grove apparently feels that he has damages coming now for the cracks as they are which doesn't fit the picture I had of the State only being responsible for future damages which could be traced to our work in the area.

Loren A. Weber
Loren A Weber
Resident Engineer

cc: J. B. BOYD

RECEIVED
OCT 12 1971
FOR FILING

9-22-71

STATE COPY

cc: OSHD (Johnson)
Region
Wash DC

NOTED
A. E. JOHNSON

xx

ch

F-121(4)
7631

8 1 Clatsop Oregon

8-30-71 L.P. Renz & J.R. Schultz, Area Engrs F-121(4)

Al Weber, Proj Engr; G.W. Wimer, Regional Const Engr; Ed Johnson, Spec Studies Engr; OSHD

COPY SENT
SEP 29 1971
REGIONAL OFFICE

COPY SENT
SEP 29 1971
Washington

Approximately 3 1/2 miles east of Astoria on US 30.

J&P Construction Co., Eugene, Oregon

8-3-71 $207,330 75 cal wrk dys 8-22-71 8-8-71

Satisfactory Satisfactory 11 15%

44 Feet

To Morgan
10-1-71

Slide Removal 6201 0.886 NONE

NOTED
TOM EDWARDS

FERN HILL SLIDE SECTION
COLUMBIA RIVER HIGHWAY
Slide Removal

This project provides for the unloading of approximately 307,000 cubic yards of slide material from the top of the slide between the stations 219 and 229. Other associated work will include disposal of the slide material, sealing cracks and fissures in the ground surface, installing necessary drainage work, and seeding and mulching of the area.

This work lies within existing right of way and is considered stage construction because it is a continuation of slide correction begun under project F-121(2). The work is of such magnitude it is deemed in the public interest to accomplish it under a separate project rather than under continuation of project F-121(2). This is only a portion of the work necessary to completely correct the slide condition, but it was recommended by the consultant (Shannon & Wilson, Inc.) that it be accomplished at this time to unload the more active area of the slide to semi-stabilize this section to reduce the possibility of a major slip next winter when the rains set in and reactivate the slide. In the future, under a separate project, more extensive corrective work will be undertaken according to the consultant study and recommendations based on his complete detailed soil investigation presently in progress under project F-121(3).

(more)

To date the contractor has removed approximately 35,000 cubic yards of slide material. On the date of this inspection he was performing no work due to heavy rains within the last two days. Even though the contractor's work completed versus time elapsed percentage is favorable, he will have to change his method of operation and schedule of work in order to complete the project within the specified time. His production rate per day will not enable him to complete the work within the specified time if he does not work longer shifts, use more equipment, or work during periods of rain.

A price agreement will be forthcoming to provide a change in the toe drain at the disposal area. A reevaluation by the State of the material to be placed in the disposal area has caused the State to request a change in the toe drain to reduce the pore pressures. The plan will take a little more backfill with cutoff trenches in lieu of a chimney. The contractor will be allowed to use 1" - 0 backfill in lieu of the 3/4" specified backfill. No change in price is anticipated.

Approval is recommended pending cost justification.

RECEIVED
SEP 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1971
FOR FILING

F-121(4)
7631

August 30, 1971

J & T Construction, Inc.
P. O. Box 507
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7631 for slide
correction on the Fern Hill
Slide Section of the Columbia
River Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
J. B. Boyd
Loran Weber

United Pacific Ins. Co.
P. O. Box 1788
Eugene, Oregon 97401

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 8-72	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 8-18-71	COUNTY Clatsop PROJECT NO. F-121(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30 3.0 Mi. E. of Astoria E. 0.68 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	7-14-71	0.68
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $230,813	FEDERAL FUNDS $146,681

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By AE Johnson

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G H Green
For R. E. Simpson (Division Engineer)

Date executed by Division Engineer AUG 18 1971

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. F-121(4)

FERN HILL SLIDE SECTION

COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

Salem, Oregon, August 16, 1971

Project Agreement Estimate.

Type Code 6201
Slide Removal (Sta. 219+50 to Sta. 240+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,500.00
Clearing and Grubbing	All Required		45,700.00
Ditch Excavation	700 cu.yd.	2.50	1,750.00
General Excavation	307,000 cu.yd.	.49	150,430.00
Tractor and Dozer	80 hr.	30.00	2,400.00
Roadside Seeding and Mulching	13 acre	350.00	4,550.00
			$207,330.00
Temporary Erosion Control	All Required		$ 2,000.00
Flagging (60% of contractor's cost)	All Required		500.00
			$ 2,500.00
	Subtotal		$209,830.00
	10% Engr. & Cont.		20,983.00
	Total		$230,813.00

Length of Roadway - - - - - - - - - - 0.886 mile
Cost of Roadway per Mile - - - - - $260,511.28

Retained in Program Status

Slide Drainage System	All Required	$ 25,000.00
	10% Engr. & Cont.	2,500.00
	Total	$ 27,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Slide Removal	$230,813.00	$146,681.00	$ 84,132.00
Retained in Program	27,500.00	17,476.00	10,024.00
Total	$258,313.00	$164,157.00	$ 94,156.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7631

Prefix: 4-1005

RECEIVED
AUG 12 1971
FOR FILING

F-121(4)
7631

August 11, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of August 3, 1971, is requested in the award of contract for the Fern Hill Slide Section, Project No. F-121 (4).

The contractor receiving the award is J & T Construction, Inc., in the amount of $207,330.00, with Contract No. 7631 assigned. This bid was received on July 29, 1971 and awarded on August 3, 1971.

All right of way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

DAR:js

Federal Highway
Administration endorsement.

Date ______________________
I concur in the award.

R. E. Simpson
Division Engineer

RECEIVED
AUG 11 1971
FOR FILING

F-121(4)
7631

August 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7631
Prefix 4-1005
FAP F-121(4)

Dear Sir:

The work under Contract No. 7631, Fern Hill Slide Section of the Columbia River Highway in Clatsop County, was started on August 5, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

for F. D. Morgan
Construction Engineer

VG:fw

RECEIVED
AUG 4 - 1971
FOR FILING

F-121(4)
7631

August 3, 1971

J & T Construction, Inc.
P. O. Box 507
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on August 2 accepted your proposal for the slide correction project on the Fern Hill Section of the Columbia River Highway in Clatsop County for the sum of $207,330 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7631.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ses

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
J. B. Boyd
Loren Weber
Wm. Geibel (SAIF)

RECEIVED
JUL 26 1971
FOR FILING

7-16-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT
F-121(4)

STATE PROJECT NO.
FERN HILL SLIDE SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-499

COUNTY NAME
CLATSOP

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:
F-121(4)
7631

Young
[illegible]
7-21-71

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

F.B.
MC

DATE PS&E APPROVED JULY 14, 1971	DATE AUTHORIZATION EFFECTIVE JULY 14, 1971	FEDERAL ROUTE NUMBER FEDERAL AID PRIMARY ROUTE #1 STATE ROUTE NUMBER STATE PRIMARY ROUTE 2W

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $500.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $2,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $500.00
TEMPORARY EROSION CONTROL $2,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 13, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

WE CONCUR THAT IT IS IN THE PUBLIC INTEREST TO COMPLETE THE WORK DURING THE PRESENT CONSTRUCTION SEASON AND THEREFORE APPROVE A TWO WEEK ADVERTISEMENT PERIOD.

THIS PS&E IS APPROVED SUBJECT TO THE UNDERSTANDING THAT WE MAY REQUEST CHANGES IN THE PROJECT, ESPECIALLY THE DRAINAGE, AFTER WE AND OUR WASHINGTON, D. C., OFFICE HAVE HAD SUFFICIENT TIME TO REVIEW THE CONSULTANT'S REPORT AND RECOMMENDATIONS.

NOTED
TOM EDWARDS

DATE 7-16-71	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBER 7-33

RM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-14-71

BY (Signature): MR. YOUNG'S JULY 2, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 499 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
99	F-121(4)	0.68	250,000	158,800	FERN HILL SLIDE SECTION	SLIDE CORRECTION.

7-14-71

Young 7-20-71

NOTED
TOM EDWARDS

ARKS (Division)

RECEIVED
JUL 20 1971
FOR FILING

F-121(4)
7631

NOTED
F. B. [illegible]

RECOMMENDED

ATE

SIGNATURE AND TITLE

APPROVED

DATE 7-14-71

SIGNATURE AND TITLE

R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 14 1971
FOR FILING

E-121(4)

7631

July 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents for the Fern Hill Slide Section, Project No. F-121(4), have been submitted to your department, and accordingly, we are requesting your approval and authorization of a two-week advertising period in accordance with our program submittal letter dated July 2, 1971, for bids to be received on July 29, 1971.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interest. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the project.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. N. Young
Program and Planning Engineer

DAR:bb

Enclosures

RECEIVED
JUL 19 1971

FOR FILING

FORM 2-30 (REV. 10-69)

F-121(4)

7631

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 12, 1971

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

SUBJECT: Supplemental Utility Status Report for July 29, 1971 Letting

The status of negotiations with utilities on the following FA Project for the above letting is as follows:

FERN HILL SLIDE SECTION
Project No. F-121(4) Slide Correction

Fern Hill Water District - If the State's contractor utilizes the disposal area designated by the State, a water line owned by Fern Hill Water District will have to be adjusted and in accordance with the special provisions, any adjustment of the District's facilities shall be the contractor's responsibility. The relocation of the water facilities would be part of the cost of disposal and no separate item will be established for water line relocation. No delay to the project is anticipated.

I certify to the best of my knowledge the above statement is correct in regard to utility negotiations for the project scheduled for the letting on July 29, 1971.

F. D. Morgan
Construction Engineer

By R. A. Litchfield
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (5)

NOTED
A. E. JOHNSON

RECEIVED
JUL 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED
JUL 7 - 1971
FOR FILING

F-121(4)
7631

July 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one project, Item 499, Project No. F-121(4), Fern Hill Slide Section, which we desire to have included in the Federal-Aid Primary Highway Program.

The requirements of PPM 20-8 and IM 50-1-70 are considered fulfilled under Project F-121(2); for this work lies within the existing right-of-way and is stage construction because it is continuation of slide correction began under Project F-121(2).

It is our intention to receive bids for this project on July 29, 1971. We therefore request your concurrence in a minimum two-week advertisement period. We are of the opinion the shortened advertising period is in the public interest because of the necessity to complete the project during this construction season in order to prevent slide activity of major magnitude on this section of highway during the coming winter season and thereafter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

7-2-71

FEDERAL-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 30 3.0 Mi. E. of Astoria E. 0.68 Mi. 21 65	**ADT**	PRESENT 3,450	FUTURE 6,500 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Slide Correction 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME
	NAME OF URBAN AREA 17-31	ROUTE NO. P

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PR FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		US 30 3.0 Mi. E. of Astoria E. 0.68 Mi.			
5					**ROW**					
5					**CONST** (CODE)		(Fern Hill Slide Sec.)	0.68	250,000	158,

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.68	250,000	158,
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-71

68 Mi. (65)	**ADT**	PRESENT 3,450	FUTURE 6,500 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (5)	ITEM NO. 499 (14) (15)

E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER — PREFIX LETTER(S) F- (14) (23)	NUMBER 121 (7)	SEQ. NO. (4) (13)	I. Projects Only — POST MI. (24) (26)	DESIG. (27)

COUNTY NAME: Clatsop — CODE 007 (14) (16)

ROUTE NO. P — FEDERAL-AID: 1 (32) — STATE: 2W (36) (37) — U.S.: 30 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (55)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of .						Slide Correction (Unload slide by exc. approx. 307,000 cu.yd. of slide material and disposing of it. Seal cracks and fissures in the ground surface.)
(Sec.)	0.68	250,000	158,800	91,200		ROW-130' min.; Access Control-partial; Park. Restrictions-none.
ECT TALS	0.68	250,000	158,800	91,200		
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Item 479, Project F-121(2) and
Item 495, Project F-121(3).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

FERN HILL SLIDE SECTION

PROJECT NO. F-121(4)

Project Data:

The proposed work consists of unloading the top of a slide, located approximately between Stations 208 and 244, by excavating roughly 307,000 cu.yd. of slide material within limits bounded by Stations 219 and 229 and disposing of same as part of the work necessary to stabilize the slide, sealing cracks and fissures in the ground surface within the limits of the slide and installing necessary drainage work.

NOTE: This is only a portion of the work necessary to completely correct the slide condition, but it was recommended by the Consultant (Shannon & Wilson) that it be accomplished at this time to unload the more active area of the slide to semi-stabilize this section to reduce the possibility of a major slip next winter, when the rains set in and reactivate the slide. In the future, under a separate project, more extensive corrective work will be undertaken according to the Consultant's study and recommendation based on his completed detailed soils investigation presently in progress under Project F-121(3).

This work lies within existing right-of-way and is stage construction because it is continuation of slide correction began under Project F-121(2) and therefore, the requirements of PPM 20-8 and IM 50-1-70 are considered fulfilled under Project F-121(2). The work is of such magnitude it is deemed in the public interest to accomplish it under a separate project rather than under Project F-121(2).

RECEIVED
JUL 1 - 1971
FOR FILING

FS 121(4)
7631

June 30, 1971

Oregon State Highway Commission

Gentlemen:

The Fern Hill-Burnside Section of the Columbia River Highway in Clatsop County has been the scene of a major slide. It has been anticipated that a major slide correction project will have to be contracted in the future and, as you know, a consultant has been engaged to make a study of this slide area.

The consultant's report indicated that a portion of this slide can be stabilized and will tend to protect the existing highway and the railroad. It is estimated that this portion of the slide can be stabilized at a nominal cost of $250,000.

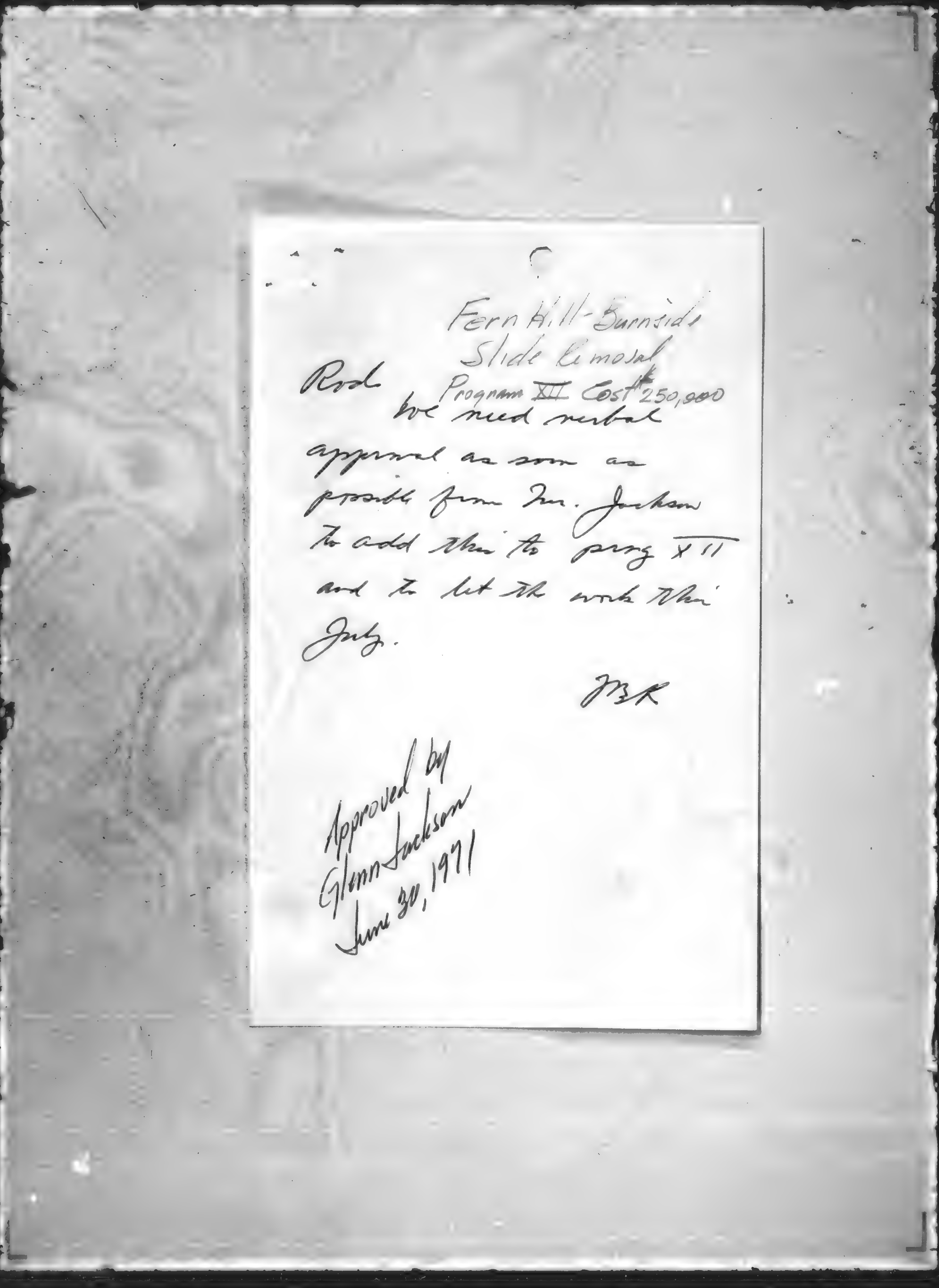
This project is on Federal-Aid Program XII. I recommend your approval of this amount so bids can be taken on this project July 29.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. L. Hall
V. E. Skoog
J. B. Boyd

VAB:ia



Fern Hill-Burnside
Slide Removal
Program XII Cost $250,000

Rod
We need verbal approval as soon as possible from Mr. Jackson to add this to prog XII and to let the work this July.

JBR

Approved by
Glenn Jackson
June 30, 1971

RECEIVED
APR 27 1971

FOR FILING
F-121(4)
7631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1971

To: F. W. Yarbrough
Soils & Geology Engineer
OFFICE

SUBJECT: Vibration Study of Groves Poultry
Farm Buildings
Fern Hill-Burnside
Lower Columbia River Highway
Clatsop County

original in Consult. file

At the request of William R. Fretwell, Region 2 Geologist, the above study was recently completed. The results of the study indicate that:

1. More energy reaches the building foundations from the compressor for the refrigeration room than from the truck traffic.

2. The vibration reaching the building foundations from the truck traffic and compressor combined is far below any value necessary to initiate damages, ER=.00002 to .0003. (An ER, Energy Ratio, of 5 is required to cause damage.)

3. The vibration from the vibratory roller was probably still too low to initiate or increase pre-existing damage.

It is to be noted that the vibration measurements included one quiet period, two periods with just the compressor running, three periods with a loaded logging truck, one with a loaded lumber truck, and one with a tanker truck loaded.

William P. Milne
William P. Milne
Geologist

John F. Demezas
John F. Demezas
Geologist

WPM:af

cc: L. H. Young Att: W. H. Tebeau ✓
R. D. Asburry
W. K. Charlesworth
Loren Weber
W. R. Fretwell

SP*52475-734

NOTED
W. H. TEBEAU

RECEIVED
APR 26 1971
FOR FILING
Maint
Br
ER

April 22, 1971

Ep

Mr. H. P. Moy
Regional Manager - Engineering
Burlington Northern
1101 N. W. Hoyt Street
Portland, Oregon 97207

Fern Hill

Dear Mr. Moy:

Pursuant to our meeting on February 2, we did retain Shannon and Wilson to make a thorough study of the area between Fern Hill and Astoria to provide a basis for future course of action in this area.

The Federal Highway Administration had some reservations concerning the contract, which took a little time to work out. However, it has now been approved both by the Federal Highway Administration and the State Highway Commission. It is on the agenda for confirmation at the May 4 Commission Meeting and very shortly thereafter we will forward you conformed copies of the contract.

We hope the work can proceed expeditiously.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson (enc.)
Victor D. Wolfe

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

April 20, 1971

Mr. R. L. Porter, State Highway Engr.
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. S. Edwards
Deputy State Highway Engineer

Gentlemen:

Reference is made to a meeting held in your office, February 2, 1971, with members of your staff, Mr. Wright of Shannon and Wilson and Mr. Johnson and myself representing the Burlington Northern, covering the slide conditions on the Astoria Line of the Burlington Northern, adjacent to the Oregon State Highway Department immediately north of Astoria at Fernhill.

To date, we have heard nothing further from your office or Shannon and Wilson as to what action is being taken after the above mentioned meeting. I assume you have awarded a contract to Shannon and Wilson to proceed with the work that was outlined at that meeting.

I would appreciate being advised as to the status of this entire project and also being kept informed as to what is being planned in the near future on any construction you contemplate in the immediate area.

Very truly yours,

H. F. Moy
H. F. Moy
Regional Manager Engineering

HFM:pae

RECEIVED
[illegible] ENGINEER

NOTED
TOM EDWARDS

RECEIVED
APR 9 - 1971
FOR FILING

F-121(4)
7631

April 8, 1971

Oregon State Highway Commission

Fern Hill-Burnside Slide Correction

Gentlemen:

The section in the vicinity of the John Day River on the Lower Columbia River Highway has been the area of major slide problems. As you know, the section from just east of the John Day River to Tongue Point is on the current construction schedule.

yellow copy in Consult. file

So that an optimum location can be developed, it is desirable to have a thorough soils survey and recommendation from an expert in this field. There are environmental problems present and a study by an independent firm is almost imperative.

An agreement has been prepared by this agency with Shannon & Wilson, Inc., to do the necessary work for an estimated cost of $140,000. The matter is eligible for Federal-aid and has been approved by the Federal Highway Administration.

On this date, Chairman Jackson verbally approved this matter and authorized the Secretary to sign the agreement on behalf of the Commission. It will be on the agenda for the May 4 meeting for confirmation.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fa

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson
L. H. Young
V. E. Skoog
P. D. Morgan
R. D. Asburry

RECEIVED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

FOR

Memorandum

F-121(4)

7631

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 25, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

G. K. Horsman

SUBJECT: Oregon Project F-121(3)
Fernhill-Burnside Slide
Lower Columbia River Highway
Clatsop County

original in Consult. file

Last month Mr. David Gedney, Chief of the Soils and Rock Mechanics Branch in our Washington office reviewed the Ferhnill-Burnside slide in the field. Upon his return to Washington he reviewed the cross-sections, aerial photographs and inclinometer data which you had given him. His approximate analysis of the general stability of the sliding mass leads to the following comments:

1. The shear strength of the broken slide material along the apparent failure surface may be approximated by a friction angle of 10 degrees (effective stress analysis with equivalent water table about 10 feet below the ground surface).

2. If the water table is lowered about 30 feet, the factor of safety is increased to 1.2 (assuming that the slide has a present F.S. = 1.0).

3. If Shannon and Wilson conclude from their analysis of the slide that the highway should be relocated, the slide will still have to be stabilized to prevent further movement.

4. If a more detailed analysis is desired, additional information on subsurface conditions, slope configurations, water table locations, and soil strength parameters will be required. However, our brief analysis does indicate that the risk of further movement of the slide mass would be significantly reduced by a system of subsurface drainage.

cp. [illegible]
3-30-71

Upon receipt of Shannon and Wilson's final report we will ask for Mr. Gedney's evaluation of their findings prior to expending Federal-aid funds for any comprehensive slide corrective measures.

cc:
Region (08-00.34)

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MAR 23 1971
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

E. Salem Highway Building, Salem, Oregon 97310

F-121(4)
7631

March 23, 1971

Col. Robert L. Bangert
Department of the Army
Portland District Corps of Engineers
P. O. Box 2946
Portland, Oregon 97208

NOTED
F. B. KLABOE

Dear Colonel Bangert:

The Oregon State Highway Division is planning on making further study of the slide along the Lower Columbia River Highway some six miles easterly of Astoria. To complete this study it will be necessary to get some subsurface data along the tidelands or in the southerly portion of the South Channel through Cathlamet Bay on the Columbia River. This information will be obtained by drilling the tidelands or the channel bottom. Any work performed in the water will be done from a barge.

Attached is a print of a portion of U.S. Coast & Geodetic Survey Chart, The Columbia River, Pacific Ocean To Harrington Point showing colored in red the area in which the Oregon State Highway Division or its agents will be performing the work which might affect navigation. As some of this work will be done in or along a navigable stream we respectfully ask your permission to proceed with this work.

If further data is needed before you can give permission, please advise this office and we will give more detailed information.

Very truly yours,

R. D. Asburry

R. D. Asburry
REGIONAL ENGINEER

RDA/jc
cc: F. B. Klaboe ✓
L. H. Young
Loren Weber
Commander (oan)
13th Coast Guard District

RECEIVED
MAR 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

E. Salem Highway Building, Salem, Oregon 97310

March 23, 1971

Division of State Lands
20 Agriculture Building
Salem, Oregon 97301

Gentlemen:

Your permission is requested for the Oregon State Highway Division or its agents to do some subsurface exploration by drilling and/or seismic methods along the tidelands and/or in the southerly portion of the South Channel of Cathlamet Bay of the Columbia River.

This work is necessary for further study of the slide which has occurred along the Lower Columbia River Highway approximately six miles easterly of Astoria.

To better identify the area of tidelands and/or channel area where work will be performed, we are attaching a print of a portion of U.S. Coast & Geodetic Survey Chart, The Columbia River Pacific Ocean To Harrington Point on which colored in red shows the area.

If further information is desired, please feel free to contact this office.

Very truly yours,

R. D. Asburry

R. D. Asburry
REGIONAL ENGINEER

RDA/jc
cc: F. B. Klaboe ✓
L. H. Young
Loren Weber

RECEIVED
DEC 3 1970

FOR FILING

E-131 (4)
7631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1970

To: MEMO TO THE FILE

SUBJECT: Slide Problem FernHill-Burnside section
Lower Columbia River Highway

On November 27,1970 at approximately 4:15 p.m., Resident Engineer Weber called and advised that the big slide at the westerly end of the subject section (the one which had previously affected the railroad) was again moving. The traverse cracks in the old highway were enlarging and extending across the southerly shoulder area.

The railroad was showing movement both vertically and horizontally. This information was relayed to Construction Engineer Morgan immediately. Mr. Weber had contacted the railroad representative who said they were still taking trains through the area on a slow bell. Their worry, like ours, was that this might take a sudden large movement which would completely destroy their facility. Advised Weber to make a visual inspection of this daily over the weekend. On Monday, to have his crew get what definite information they could as to the amount of movement.

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

NOTED
A. E. JOHNSON

RDA/jc

cc: F. D. Morgan ✓
Loren A. Weber

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

12-2-70
Copies to
A E Johnson
T W Litchfield
per John Bond
JW

Routing
4 Morgan
Decker
1 Bond
5 Walker
Buchanan
✓ Johnson EJ

RECEIVED
DEC 1 1970
CONSTRUCTION
DIVISION

Platts E
3 Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
STATE HWY ENGR
NOV 21 '72
REFER TO
FOR

1631

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 17, 1972
Salem, Oregon

SUBJECT: Shannon & Wilson, Inc.
Audit Report
Oregon Proj. F-121(3)
Oregon Proj. ER-228(1)

To: Vernon E. Skoog
Controller

From: Dettmar W. Jones
Dettmar W. Jones
Fiscal Auditor

NOTED
TOM EDWARDS

Definition Statement

The FHWA approved an agreement on April 9, 1971, between Oregon State Highway Division and Shannon & Wilson, Inc., soils and foundations engineers. The agreement provided that the consultant conduct a sub-surface investigation of the Tongue Point-Fern Hill Section of the Columbia River Highway. The agreement is of the "cost-plus-fixed-fee" type, and the consultant was to submit monthly progress billings. We performed desk audits of each billing prior to payment.

The consultant submitted his final bill (Shannon & Wilson invoice #984) on October 16, 1972, for the 10 percent retainage withheld from each progress billing, and for the adjusted costs resulting from a determination of actual payroll and overhead markup by the Defense Contract Audit Agency.

Having been advised in June that work under the agreement was completed, we arranged with consultant for an audit at his Portland office of project records. The purpose of the audit was to establish the following:

1. A survey file of project costing procedures.
2. Propriety of certain charges on progress billings that lacked supporting documentation.
3. Spot-check of all project costs from the document of original entry to the cancelled check or other final disposition as outlined in our survey file.

Analysis

Certain pre-audit steps were accomplished in our office, namely:

Analysis (Cont.)

1. Outline of audit program in general terms.
2. Tabulation of progress billings to expedite testing and verification.
3. Tabulation of payroll charges likewise.
4. Correlation of resident engineer's daily diary of project work with progress billings.
5. Review the agreement in detail.

On Wednesday, July 12, 1972, Messrs. Hatcher and Jones of the Oregon State Highway Division, Accounting Section, met with Mrs. Willis, Accountant, at Shannon & Wilson, Portland.

The project costs were billed under five categories. Our survey file details each category, the method used by consultant in accumulating these costs, and the procedures we followed in sampling and verifying them. Only the payroll and overhead percentages were not audited in depth; because as previously stated, we subsequently obtained an audit statement from DCAA for these figures.

Our worksheets list the items verified and the source of verification. We found only two small errors which we discussed with Mrs. Willis. She agreed that they appeared to be duplicate charges, as follows:

1. On Shannon & Wilson invoice #587 telephone charges of $7.43 from the Seattle office were previously billed to Oregon State Highway Division on invoice #567.
2. On Shannon & Wilson invoice #644 Kelly Girl Services were billed to Oregon State Highway Division for $67.43, whereas only $62.95 could be supported, an overcharge of $4.48.

Conclusion

Procedures and documentation supporting charges by the consultant on this project appear to be adequate and correct except as noted above. The two exceptions totalling $11.91 will be deducted from our final payment.

We recommend that billings, as revised pursuant to this audit, be submitted to the Federal Highway Administration as eligible for federal participation under the two survey authorizations comprising the project, as follows:

ER-228(1)	Fernhill-Burnside	$30,464.64
F-121(3)	Twilight Cr.-Tongue Pt.	86,707.05

APPROVED
V.E. Skoog
V. E. [illegible]

DWJ:kmb

cc: George M. Baldwin
Tom Edwards ✓
Don Streun
F. B. Klaboe
FHWA (4)

RECEIVED
JUN 9 - 1972

FOR FILING

7631
Consult.

June 8, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Acting State Highway Engineer

Subject Fern Hill Slide Project
Columbia River Highway, Clatsop County

We have made further intensive investigation of the Fern Hill Slide approximately nine miles east of Astoria on the Lower Columbia River Highway, utilizing the study prepared by our consultants, Shannon & Wilson. Analysis of both their data and subsequent data prepared by the Highway Division leads us to propose an unloading project costing approximately $500,000.

We request your authority to add this project to Program XII and to take bids at the earliest time in order to complete the work before next winter's rains.

This matter will be on the agenda for the June 27 meeting and your approval is recommended.

cc Floyd Query
George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
C. T. Keasey
L. H. Young
V. E. Skoog
Ben Gifford
J. B. Boyd
Gary Ross
Gary Sund
RDA:bb ms

RECEIVED
MAY 11 1972

38-1403

FORM [illegible] REV. [illegible]

7631
Consult

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 4, 1972

SUBJECT: Shannon and Wilson Records
Fernhill Slide

To: Bill Fretwell
REGIONAL GEOLOGIST ENGINEER

Contrary to my April12, 1972 letter to Victor Wolfe, the field boring logs, laboratory data sheets, engineering computation sheets, and reproducible maps prepared by Shannon and Wilson for the Fernhill Slide are to be kept in State files. This involves approximately four binders of letter-size data and sixty maps.

Arrangements have been made with Frank Fugitani of Shannon and Wilson for him to have this data available for you to pickup in about a week or 10 days. He will call you.

The letter-size data is to be retained in your files. The reproducible maps are to be forwarded to Victor Wolfe for incorporation into permanent highway division records.

When this has been accomplished, make a record in the files with copies to all of those receiving this letter. This will result in a minor amount of current charges by Shannon and Wilson.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: E. S. Hunter
V. Wolfe
Loren Weber
Dettmar Jones
Frank Fugitani

NOTED
E. S. HUNTER

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]

FOR FILING

7631
Consult

April 26, 1972
Salem, Oregon

Shannon and Wilson
Records

Mr. Gerald Wimer
Regional Construction Engineer
East Salem Highway Building

DIVISION

This is in reply to your letter of April 12 addressed to Victor D. Wolfe regarding Shannon and Wilson's records, Fernhill Slide.

I see no objection to Mr. Fugitani keeping a copy of the data referred to in your communication. However, I believe we should adhere to the agreement and retain the records since there is no assurance that Shannon and Wilson will keep them indefinitely.

E. S. Hunter
Assistant State Highway Engineer

cc: Victor Wolfe

VDW:mc jf

38-1403

FORM 2-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1972

SUBJECT: Shannon and Wilson Records
Fernhill Slide

To: Vic Wolfe
LOCATION ENGINEER

Resident Engineer, Loren Weber, Regional Geologist, Bill Fretwell, and I reviewed Shannon and Wilson's records Tuesday, April 11 with their Frank Fugitani. This was instructed in Assistant Highway Engineer, E. S. Hunter's March 27 letter.

Paragraph Z of the April 7, 1971 agreement with Shannon and Wilson states "Upon completion of the project all worksheets, pertinent analysis computer tapes, and other material prepared in the conduct of the study shall become the property of STATE, with no restrictions or limitations on their use."

Fugitani wanted to keep a copy of this data. It would be redundant for us to do the same. Involved are:

1. Approximately one binder of field boring logs.
2. Approximately two binders of laboratory data sheets.
3. Approximately one binder of engineering computation sheets.
4. Approximately 60 reproducible maps that went into the report.

Should we at anytime need any copies, they can be obtained by paying the price of reproduction.

We also went through the data furnished to Shannon and Wilson at the onset of their contract. Most all of it was prints. Some items of possible value were picked up and will be held in Mr. Weber's file. Aerial photos are being returned to Fred Jeter. An aerial mosiac showing early drillings, seismic lines, and projections will be held in Mr. Fretwell's office.

Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW:rps

cc: L. Weber
B. Fretwell
F. Fugitani

RECEIVED
APR 14 1972
LOCATION
SECTION

[illegible]

RECEIVED
APR 4 1972
FOR FILING

7631

[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 31, 1972

Mr. H. F. Moy
Regional Manager Engineering
Burlington Northern
Post Office Box 571
Portland, Oregon 97207

Dear Mr. Moy:

I apologize for the delay in replying to your letter of March 3 concerning the problem at Fern Hill Slide on the Columbia River Highway.

We have attempted to evaluate the many factors involved in the relocation of the Columbia River Highway in this area, hoping that I could then give you a definite reply. I regret that this evaluation was not successful and at this time we cannot give an indication as to the positioning of the relocated highway, nor can we assure you of any date when such a decision can be made.

The decision-making processes get bogged down simply because the location of the highway in the area of Fern Hill Slide dictates the positioning of the highway in Astoria. Consequently, we can only respectfully request that you maintain your railroad in the least costly manner commensurate with operating problems. Please be assured that we will pursue this problem to the end that at the earliest possible date we do arrive at a decision as to where the final alignment of the highway will be.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Victor D. Wolfe
Location Engineer

NOTED
E. S. HUNTER

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY

Wolfe: Have you distributed the studies?
EAU

VDW:mc

bc bc E. S. Hunter (w/att.)

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

March 3, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Victor D. Wolfe
Location Engineer

Gentlemen:

I have your letter of January 24th, 1972, as well as a copy of the final report prepared by Shannon and Wilson, relative to the Fern Hill Slide on the Fern Hill-Burnside Section of the Columbia River Highway.

We have reviewed the report and the only comment that I would make at this time is that the Railroad would not entertain any ideas of constructing a new trestle to run on. It has been quite cumbersome for the Railroad in the past year or two since the slide occurred, in the proper handling of our trains between Portland and Astoria due to the conditions that exist on our track in the slide area and therefore, it is quite important to us that plans be made to either get the track back into a satisfactory operating condition or construct a new line of railroad.

I would appreciate being advised what the Oregon State Highway Department's plans might be in regard to further highway construction work and also as it may relate to the Burlington Northern Railroad so that we can make plans accordingly. As you know, anything we do must be planned and ready to go so that the work can be accomplished during the summer months this year.

RECEIVED
MAR 6 1972
LOCATION SECTION

If the highway is reconstructed or rebuilt and it does not involve relocation of the railroad, we would then want to go in with a bank widening project for a mile or so either side of the Fern Hill Slide and regrade our subgrade so that we can get the proper run offs and proper alignment back to the restablished grades and alignment.

This as you are aware will all be at the expense of the Oregon State Highway Commission under a contract we have with you covering this work.

Very truly yours,

H. F. MOY
Regional Manager Engineering

HFM:pae

File: A-37

RECEIVED
[illegible]

FOR FILING

7631
Consult.

March 27, 1972

Shannon and Wilson
1632 S. W. Morrison Street
Portland, Oregon 97205

337

Gentlemen:

Your February 17, 1972, letter suggests further "slope indicator" readings on the Fern Hill slide. This was also recommended in your final report. These readings will be made with State Forces and will allow close-out of our April 8, 1971 agreement.

This letter is to serve as your notice to proceed with your final billing. We will have a Highway Division representative contact you and review the data in your files for any that should be returned.

We have enjoyed working with you on this project and thank you for your assistance.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

GW:JBB:km/jf

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Vern Skoog
Victor D. Wolfe
L. H. Young
J. B. Boyd - Please have Loren Weber review Shannon and Wilson's files for data that should be returned.

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 2, 1972

To: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Monitoring Slope Indicator Installations
Fern Hill Slide
Columbia River Highway
ESH-337

The matter of Shannon and Wilson or the Highway Division monitoring slope meters on the subject slide area study was discussed with Mr. Klaboe when he was still Assistant State Highway Engineer. Mr. Klaboe and I agreed that in case we wanted documentation for trying to force the highway into the river through this area, it would be better to have had this monitoring done by consultants.

Our agreement with Shannon and Wilson does cover monitoring the slope meters. All that is necessary to initiate this procedure would be your signing the attached rough draft and forwarding to Shannon and Wilson. I recommend that you so do, but will discuss it further if you so desire.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

VDW:mc

Attachments

cc F. B. Klaboe
J. B. Boyd

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

4-1005

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 25, 1972

SUBJECT: Assignment ESH337
Shannon and Wilson Letter
Fern Hill Slide

To: Vic Wolfe
LOCATION ENGINEER

Walter L. Wright, of Shannon and Wilson, by the February 17, 1972 attached letter requests written authorization to bill us for reading the Fern Hill slope meters this winter.

You will recall that in your November 18, 1971 letter to Assistant State Highway Engineer F. B. Klaboe you thought it was a good idea that Shannon and Wilson do this reading this winter. You also thought the April 8, 1971 agreement with them is written so that it can be extended to cover this monitoring. A copy of that letter is attached, for your convenience.

It would be my thought that a simple reply to Mr. Wright would suffice for his authorization. A draft of such a reply is attached. Please forward it to Mr. Hunter immediately.

Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Loren Weber

RECEIVED
FEB 29 1972
LOCATION
SECTION

SP*52475-754

0-586

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

REGION 2 ENGINEER
RECEIVED
FEB 22 1972
☐ ☐ NCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

February 17, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Hwy Engineer

Re: Subsurface Investigation
and Study
Columbia River Highway
Tongue Point, Oregon

Gentlemen:

In accordance with your request we are continuing the measurement of the Slope Indicator installations at the above referenced slide and will obtain readings from time to time during the wet winter season. It is our understanding that you will provide the data from the installations under your control so that we can prepare periodic reports on the results.

The work will be accomplished under our existing contract with you dated April 8, 1971, however, it is requested that an extension of time be granted for the completion of the contract so as to permit time to accomplish the additional work.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
Walter L. Wright, P.E.

WLW:fl

2-18-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER
Take appropriate action

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

0-586 c

RECEIVED
MAR 8 - 1972
FOR FILE

7631

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

February 23, 1972

Spec.

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: Cost of Living Salary
Review Changes
Fernhill-Burnside Slide Study
Columbia River Highway
Tongue Point, Oregon

Contract Agreement Dated 4/8/71

Gentlemen:

Transmitted herewith is a listing of the new salary schedules for our personnel working on the above referenced assignment. These rates are the result of the semi-annual cost of living review which were effective as of February 1, 1972.

Title	Name	Actual Salaries (Hourly Rate)
Principals	Walter L. Wright	$12.50
	L. Keith Bestwick	10.5769
	Raymond Miller	10.5769
	Sigmund Schwarz	10.5769
	William L. Shannon	14.4231
	Earl A. Sibley	12.50
	Stanley D. Wilson	14,4231
	Rudy Dietrich	12.50
Principal Engineers & Geologists	Robert J. Deacon	8.8072
	Allan S. Cary	10.9789
	Leland B. Jones	10.6859
	Frank L. Russell	9.1593
	George Yamane	9.2963
	Ignacio Arango	9.764
Project Engineers & Geologists	Boyd O. Bush	8.8070
	Herman H. Druebert	8.2932
	Thomas R. Kirkland	8.1709
	Lloyd E. Root	8.5135
	E. Douglas Schwantes	8.3178
	Kiyoshi F. Fujitani	8.3178
	Ronald L. Salley	8.788

Copies to
A. E. Johnson
Vern Skoog
Vic Wolfe
L.N. Young
3-8-72

NOTED
E. S. HUNTER

Senior Engineers & Geologists	Marvin Ehrlich	7.2115
	Fred Brown, Jr.	7.7061
	John H. Hughes	5.8713
	Robert G. Kenly, Jr.	5.7735
	John M. Musser, Jr.	5.7735
	Milton J. Novak	5.7246
	Terry L. Olmsted	6.1649
	Robert Strazer	7.7061
Engineers, Geologists & Senior Technicians	Saleem M. Farooqui	4.9909
	Donald F. Kellum	5.00 *
	Rohn D. Abbott	6.4096
	Atef A. Azzam	5.9692
	John C. Crowser	5.6169
	Peter Douglass	7.0946
	Thomas C. Kinney	7.0456
	Michael J. Paulus	6.1160
	Clyde A. Ringstad	5.3821
	Fred H. Tuttle	5.3332
	Patrick B. Kelly	7.0947
	Erik Mikkelsen	6.7036
	Robert D. Perry	5.468
	Mohamed S. Aggur	5.0885
	Ishwari P. Garg	5.0885
	James L. Gault	4.2500
	Christopher Groves	6.0100
	Garret R. Spears	4.0708
	Arlan H. Rippe	6.2139
Technicians	Isao Ishibashi	4.0708 *
	Craig Bestwick	2.7987 *
	Gregory T. Both	3.5835 *
	Edna Cary	4.4162 *
	Nancy Cutting	2.6460 *
	Webster Josten	5.2208 *
	Fred Nygren	5.2353 *
	John C. Shane	2.6460 *
	Richard Williams	4.6971 *
	Richard R. BAllweber	4.1034 *
	Richard K. Bestwick	2.0354 *
	Ralph W. Broeske	4.0708 *
	Terrance E. Kelly	3.8164 *
	Marilyn J. Landis	3.25 *

Technicians Continued	Carole A. MacKenzie	2.9212	*
	Stephen E. Hunter	3.5226	*
	Geoffrey M. Kunst	4.270	*
	Peter Rusch	5.370	*
	Robert L. Wright	2.25	*
	Gordon T. Egbert	2.5443	*
	Daryl J. Miller	2.0354	*
	Susan H. Mullarky	2.50	*
	Curtis G. Sweet	3.0531	*
	Graham M. Deacon	2.25	*
Clerical	Margaret A. Wright	2.00	*
	Marion F. Pizzello	2.3076	*
	Sheila A. Wilkie	2.4520	*
	Marsha E. Hansen	3.40	*
	A. G. Black	3.4375	*
	P. Jean Boucher	6.0182	*
	Helen Cutting	3.3760	*
	James A. German	7.3392	*
	Barbara L. Laney	3.9631	*
	Marion A. Lesher	4.7481	*
	Lee Ann Mjelde	3.2135	*
	Eloise O'Neal	2.7155	*
	Patricia A. Roa	3.8393	*
	Mary W. Rendall	8.220	
	Maxine Wolford	2.9327	*
	Gladys L. Gehrke	3.1803	*
	Jan Shepherd	4.2981	*
	Fae Lou Willis	4.4914	*
	Christi A. Bailey	2.25	*

* Note: These individuals are paid overtime at the rate of 1.5 times the base hourly rate.

Fees for the services of the aforementioned professional, technical and clerical personnel are based on the time expended on the project.

We hope this information will be sufficient for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,
SHANNON & WILSON, INC.

by
Walter L. Wright
Vice President

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WLW:fl

RECEIVED
FEB 15 1972
FOR FILING

F-121(4)
7631

0-586

William [illegible] Shannon, P. E.
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Walter L. Wright, P. E.
Rudy J. Dietrich, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

February 14, 1972

Consult. Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Hwy Engineer

Re: Subsurface Investigation
and Study
Columbia River Highway
Tongue Point, Oregon

Gentlemen:

With reference to our letter dated January 19, 1972 (concerning a change in Provisional Overhead Rates under our Agreement dated April 8, 1971) and the subsequent invoices (#706 and #707) using the indicated revised rates, it is herewith requested that the letter and invoices be disregarded. A revised invoice will be submitted at an early date covering the billing period of November 28, 1971, through January 1, 1972.

We regret the error made in preparing the two invoices and apologize for any confusion and inconvenience which may have resulted. There was a misunderstanding in the interpretation of the terms between this office and our Seattle office. Overhead rate audits on all our contracts involving federal funds are accomplished in our Seattle office by the Defense Contract Audit Agency (815 Airport Way, South, Seattle, Washington, 98134 - Attention: Mr. Glen Mallery). The Agency has not completed the audit of our last fiscal year ended March 31, 1971, and the Provisional Overhead Rate referred to in our January 19th., letter was a provisional verbal rate agreed to by Mr. Bremmer on another FHWA contract currently being negotiated.

We appreciate the cooperation extended by your personnel on this problem and again apologize for any inconvenience which may have resulted from our error.

Very truly yours,

SHANNON & WILSON, INC.

by
Walter L. Wright, P.E.

RECEIVED
FEB 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WLW:fl

2-15-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

0-586

C

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

D
JAN 21 1972

FOR FILING
F-121 (4)
7631

Consult

January 19, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Hwy Engineer

Re: Subsurface Investigation and Study
Columbia River Highway
Tongue Point, Oregon

Gentlemen:

Based on a recent audit we have been advised that an increase as follows in our provisional overhead has been approved by FHWA:

For the Period	Revised Provisional Overhead
April 1, 1970 to March 31, 1971	147%
April 1, 1971 to present	150%

These rates may be verified by James Brenner, Chief Contract Administration, FHWA, Washington D. C., (telephone 202-426-0756).

Future invoices will be submitted using these revised provisional overhead rates, and we will include at an early date the amounts due on services already performed and invoiced at the prior provisional overhead rate contained in the contract. Our final overhead rate will, of course, be subject to a final audit upon completion of our contract.

Very truly yours,

SHANNON & WILSON, INC.

by Walter L. Wright, P.E.

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WLW:fl

REFERRED TO
Shorz ?
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
JAN 17 1972

FOR FILE

F-121 (4)
1631

Consult.

January 14, 1972
Salem, Oregon

Mr. V. D. Wolfe
Location Engineer

Subsurface Investigation and Study
Fern Hill Slide
Columbia River Highway

DIVISION

Please analyse the substance of the Shannon & Wilson report.

Prepare your recommendations in draft form after consulting with Geology and the Region personnel.

Discuss at this time with me.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: Frank Hall - Two copies
L. W. Rulien - One copy

0-586

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

January 7, 1972

NOTED
F. B. KLABOE

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Deputy State Highway Engineer

Re: Subsurface Investigation and
Study, Fern Hill Slide
Columbia River Highway

Gentlemen:

In accordance with the Agreement, dated April 8, 1971, between the State of Oregon, State Highway Department Commission and Shannon & Wilson, Inc., we have completed a subsurface investigation and study of the landslide along the Columbia River Highway near Fern Hill, Oregon. We have also completed reconnaissance studies of alternate highway routes from Tongue Point to the landslide area.

A formal report of the findings of our investigation and study has been prepared, and a preliminary copy of the report reviewed and approved by you. In accordance with your authorization of December 1, 1971, we have prepared and are transmitting under separate cover for your use and distribution fifteen (15) copies of our report entitled Slope Stability and Relocation Studies, Fern Hill Slide, Fern Hill-Burnside Section, Columbia River Highway (U.S. 30), dated December 30, 1971.

The submission of the report completes this phase of our work on the project. We will continue to monitor the Slope Indicator installations, unless notified to the contrary, in the landslide area on a timely basis. It is our opinion that these observations are of importance to verify our interpretation of the landslide mechanism since previous observations have not indicated significant movements.

We trust that the information contained in our report will allow you to evaluate the landslide, the possible alternative remedial measures, and the selection of a continuing highway route to Tongue Point.

1-11-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER
Please discuss

We wish to express our appreciation for the opportunity of undertaking this project, and should you have any questions or require additional information, please contact us at your earliest convenience.

Very truly yours,

SHANNON & WILSON, INC.

by
Walter L. Wright, P.E.

KFF:gg

RECEIVED
JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 3 1971
FOR FILING

F-121(4)
7631

December 1, 1971

Shannon & Wilson, Inc.
1632 S. W. Morrison Street
Portland, OR 97205

4531

Attention: Mr. K. Frank Fujitani, P.E.

Gentlemen:

Subject: Subsurface Investigation
and Study
Fern Hill Slide
Columbia River Highway

-Library

We have reviewed the preliminary to the final report on the Fern Hill Slide transmitted to us with your letter of October 17. We feel that this report is in accord with the terms of our agreement.

Your attention is directed to the first sentence of Section 10.2 (Conclusions) of the report. It is our opinion that attributing instability of the active landslide cause to construction activities is technically unsupported to the extent implied in this finite statement. A similar statement appears on page 6 of Section 2. We believe that these references should be either deleted or tempered to conform to the supporting data.

Subject to the above comment, your report is acceptable. You are authorized to proceed with printing of the required copies.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

WWH:jp la

bc R. L. Porter
Tom Edwards
V. D. Wolfe

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 18, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

SUBJECT: Subsurface Investigation and Study
Fern Hill Slide
Columbia River Highway

Attached is suggested draft to Shannon & Wilson, Inc. authorizing with certain reservations their proceeding with the printing of the required copies of subject report. Messrs. Asburry, Tebeau, Boyd, Wimer, Yarbrough and Glenn Hossner have been consulted relative to their approval of the report and they are in agreement that the consultant has made a reasonable compliance with the terms of the contract.

As a result of the consultants' work, a number of drill holes that have been provided with slope indicator tubes and others with piezometers installed. There is no provision for continued observation of these borings. We can, with certain modifications of our equipment, continue with observation of these borings. However, I recommend that in case we wish to attempt to force our way into the river with the highway, Shannon & Wilson be retained to make these observations and record the data on the theory that the consultants having done this, our case might be in a better position if we did have to argue with those who might be opposed to our occupying a portion of the river with the highway. The contract with Shannon & Wilson is so written that it can be extended to cover the monitoring as described above.

Victor D. Wolfe

Victor D. Wolfe
Location Engineer

VDW:mc

Att.

cc
Gerald Wimer
Ed Johnson

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92475-734

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 10, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-121(-)
Fernhill Slide Section
Columbia River Highway
Consultant's Report

We have reviewed Shannon and Wilson's draft report which was transmitted with Mr. Hackleman's November 2 letter. We have no comments except that the investigation appears to meet the requirements of the agreement and the data is well presented. Our acceptance of the consultant's report should not be construed as an endorsement of any specific route or conclusion.

You are encouraged to make necessary arrangements to continue collection of additional pertinent data regarding ground water level and subsurface movement from the piezometers and slope indicator casings installed by the consultant.

cc:
Region (08-00.33)

NOTED
F. B. KLABOE

RECEIVED
NOV 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

11-15-71
REFERRED TO
Wolfe

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

0-586

October 27, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Re: Subsurface Investigation and Study
Fern Hill Slide
Columbia River Highway

Gentlemen:

In accordance with Section VII P of the Agreement, dated April 8, 1971, between the State of Oregon, State Highway Commission and Shannon & Wilson, Inc., preliminary copies of our final report have been prepared for your review and acceptance prior to final printing. Transmitted with this letter are three (3) preliminary copies of our final report entitled, Slope Stability and Relocation Studies, Fern Hill Slide, Fern Hill-Burnside Section, Columbia River Highway (U.S. 30). The number of copies of the preliminary report was determined at a meeting held on October 14, 1971. One copy is for your use, one copy is for the Federal Highway Administration, and one copy is for the Regional Engineers.

We trust that you will find the report acceptable for your requirements, and we look forward to your authorization to proceed with the printing of the required fifteen (15) copies of the report.

Very truly yours,

SHANNON & WILSON, INC.

by K. Frank Fujitani
K. Frank Fujitani, P.E.

KFF:gg
Enclosures

3 copies of report
handed to Wolfe
10-28-71

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1971
LOCATION
SECTION

4-1005

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1971

SUBJECT: October 14 Meeting
Fern Hill Slide

To: Vic Wolfe
LOCATION ENGINEER

The following people met in the Region I Conference Room at 1:30 p.m. October 14 to discuss the Fern Hill Slide:

FED HWY ADMINISTRATION
- D. S. Gedney
- Glenn Hossner
- R. M. Schwegler
- John Shultz

SHANNON AND WILSON
- W. L. Wright
- R. J. Deacon
- K. F. Fugitani

ORE STATE HWY DIVISION
- A. E. Johnson
- J. B. Boyd
- Gerald Wimer
- Ed Johnson
- W. N. Hackleman
- F. W. Yarbrough
- William Fretwell
- Dan Gano

The meeting was primarily to brief Dave Gedney Chief, Soil and Rock Mechanics for the FHWA. It also served as an opportunity for the rest of us to review and consolidate our thinking.

The main presentation was by Walt Wright, P. E., of Shannon and Wilson. His recommendation is to relocate into the river. Three advance copies of Shannon and Wilson's final report will be submitted this week for review. The copies are for Staff, this office, and FHWA. After our review, the final report will be published and sufficient copies distributed as needed.

J. B. Boyd and others brought out the environmental difficulties of relocating into the river and asked for the alternatives. Reconstructing through the slide area without encroachment onto the estuary would be very very expensive and not very practical to construct. Boyd also mentioned the alternate of bypassing Astoria with minor improvements to the existing Columbia River Highway. This has not been studied by Shannon and Wilson. Our Division will conduct a reconnaissance-type study in the near future.

Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Fred Klaboe
Ed Johnson

RECEIVED
OCT 20 1971
LOCATION
SECTION

REFERRED TO
Hackleman
By Location Engineer

What the hell

SP*52478-734

William L. Shannon, P. E.
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Walter L. Wright, P. E.
[illegible] Dietrich, P. E.

SHANNON & WILSON, INC.
Soil Mechanics and Foundation Engineers
Seattle - Portland - Burlingame

1632 S. W. Morrison Street Portland, Oregon 97205 • (503) 223-6147

0-586

for AE Johnson

NOV 29 1971
FOR FILING

F-121 (4)

7631

November 15, 1971

Oregon State Highway Division
East Salem Highway Building
Salem, Oregon 97310

W

Attention: Mr. Gerald Wimer
Regional Construction Engineer

Re: Fern Hill Slide
Fern Hill-Burnside Section
Columbia River Highway

Gentlemen:

In accordance with your request of November 9, 1971, a visit was made to the above-referenced site on November 11, 1971, to observe recent movements which have occurred in the area of Sta. 224. This letter summarizes our observations.

As a result of our investigations for the Fern Hill slide, a program consisting of unloading was developed for the landslide in the area of Sta. 224. The corrective work consisted of unloading much of the top part of the slide mass above about a 10:1 slope from the L-line centerline and above a 2:1 slope drawn from the top of the original slide scarp. This work was completed late in October of this year. Because rock was encountered somewhat higher than anticipated, a small bench was left which was about 40 feet wide and at an elevation of about 95 feet.

The recent movements have developed in the head scarp of the original slide, moving the top of the scarp back to the crest of the ridge. Movement and ground breakage have also occurred in the 2:1 slope above the small 40 feet wide bench.

The existing highway and the railroad were examined to determine if visible movements have occurred in the original slide mass. From these observations, it currently is concluded that the recent movements are confined to the old head-wall scarp and the upper 2:1 slope, and it is our current opinion that the slide correction in this area (Sta. 224) is thus far performing as anticipated.

The recently observed movements were not totally unexpected and these movements were originally not considered significant if they occurred. From our observations it appears likely that these

NOTED
A. E. JOHNSON

recent movements will continue, but the rate of movements cannot be determined at this time. However, we should point out that if the movements continue on a significant basis, the presently sliding mass could move onto the unloaded portion of the original slide and partially reload the original slide mass with resulting downward movement occurring.

We are planning to obtain measurements of the Slope Indicator casing in the bore holes in this area to determine if the slide mass below the bench is moving.

Very truly yours,

SHANNON & WILSON, INC.

by K. Frank Fujitani
K. Frank Fujitani, P.E.

KFF:gg

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

F-121 (4)
76

DATE: November 10, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F-121(-)
Fernhill Slide Section
Columbia River Highway
Consultant's Report

We have reviewed Shannon and Wilson's draft report which was transmitted with Mr. Hackleman's November 2 letter. We have no comments except that the investigation appears to meet the requirements of the agreement and the data is well presented. Our acceptance of the consultant's report should not be construed as an endorsement of any specific route or conclusion.

You are encouraged to make necessary arrangements to continue collection of additional pertinent data regarding ground water level and subsurface movement from the piezometers and slope indicator casings installed by the consultant.

cc:
Region (08-00.33)

NOTED
F. D. KLABOE

RECEIVED
NOV 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

11-15-71
REFERRED TO
Wolfe
By [illegible] Hwy. Engr.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 10 1971

4-1005

OREGON STATE
~~HIGHWAY~~ DIVISION

NOTED
A. E. JOHNSON

East Salem Highway Building................Salem, OR...97310

November 4, 1971

2 Routing
Morgan
Decker
1 Ford
Walker
3 Johnson
Swan
Litchfield
E

RECEIVED
NOV 9 1971
CONSTRUCTION
DIVISION

A. Louis Angstrom
6615 SW Mayo
Portland, OR 97223

Dear Mr. Angstrom,

R/W File 42034
A. and M. Angstrom
Fern Hill-Burnside Slide

Following your July 27 letter to Right of Way Agent Virgil Wilson, he contacted you saying that this office was attempting to secure authority to purchase your remaining property northerly of the highway.

To date we have been unsuccessful. What is needed is an overall plan for the entire area so all the additional right of way needed can be blocked out and made eligible for Federal participation.

Our Consultant Geologist, Shannon and Wilson, Inc., are nearing the completion of their study. Following its acceptance and review, further studies would be needed to define a plan and additional right of way.

Following Highway Commission approval of that plan and right of way, negotiations could then be conducted. There is no time schedule.

We are indeed sorry for this further delay and inconvenience, but again thank you for your patience and understanding.

11-9-71
Copy to A E Johnson
[illegible] John B[illegible]
FW

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Virgil Wilson
Loren Weber
F. D. Morgan ✓
Rod Henry

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

DEC 1 1971

F-121(4)
7621

October 30, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Subsurface Investigation and Study
Columbia River Highway
Tongue Point, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in the Contract Agreement dated 8th April 1971, the Consultant will employ the following personnel of our staff at the indicated hourly rate, in addition to those listed in our letters of April 13, May 3, May 19, July 26, September 30 and October 5, 1971.

Title	Name	Hourly Rate
Engineers, Geologists, & Senior Technicians	Ishwari P. Garg	$5.00
Senior Engineers & Geologists	Arlan H. Rippe	6.1068

Fees for the services of the aforementioned professional, technical and clerical personnel are based on the time expended on the project.

We hope this information will be sufficient for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by W. L. Wright
Walter L. Wright, P.E.

Approved 11/30/71
F. B. Klaboe
Asst. State Hwy. Engr.

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WLW:fl

REFERRED TO
By Asst. State Hwy. Engr.

0-586

[illegible] SON, P. E.
[illegible] A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
BURT J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

October 27, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Re: Subsurface Investigation and Study
Fern Hill Slide
Columbia River Highway

Library

Gentlemen:

In accordance with Section VII P of the Agreement, dated April 8, 1971, between the State of Oregon, State Highway Commission and Shannon & Wilson, Inc., preliminary copies of our final report have been prepared for your review and acceptance prior to final printing. Transmitted with this letter are three (3) preliminary copies of our final report entitled, Slope Stability and Relocation Studies, Fern Hill Slide, Fern Hill-Burnside Section, Columbia River Highway (U.S. 30). The number of copies of the preliminary report was determined at a meeting held on October 14, 1971. One copy is for your use, one copy is for the Federal Highway Administration, and one copy is for the Regional Engineers.

We trust that you will find the report acceptable for your requirements, and we look forward to your authorization to proceed with the printing of the required fifteen (15) copies of the report.

Very truly yours,

SHANNON & WILSON, INC.

by K. Frank Fujitani
K. Frank Fujitani, P.E.

KFF:gg
Enclosures

3 copies of report
handed to Wolfe
10-28-71

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1971
LOCATION
SECTION

William L. Shannon, P. E.
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Walter L. Wright, P. E.
Ruby J. Dietrich, P. E.

SHANNON & WILSON, INC.
Soil Mechanics and Foundation Engineers
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

October 20, 1971

IN ACCOUNT WITH:

Oregon State Highway Department

FOR PROFESSIONAL SERVICES:

Breakdown of labor:

Gladys L. Gehrke	11½	hours	@ 3.125	=	35.94
Stephen E. Hunter	153	"	@ 3.4616	=	529.62
" " "	4	"	@ 5.192	=	20.77 O.T.
Patrick B. Kelly	32½	"	@ 6.9712	=	226.56
Carole A. MacKenzie	6½	"	@ 2.8702	=	18.66
Arlan H. Rippe	89½	"	@ 6.1068	=	546.56
K. F. Fujitani	135½	"	@ 8.173	=	1107.45
R. J. Deacon	6	"	@ 8.6538	=	51.92
Walter L. Wright	2	"	@ 12.50	=	25.00
Robert Wright	2½	"	@ 2.25	=	5.63
Margaret A. Wright	22½	"	@ 2.00	=	45.00
Craig Bestwick	½	"	@ 2.75	=	1.38
Atef Azzam	2	"	@ 5.8654	=	11.73
Isao I shibashi	3	"	@ 4.00	=	12.00
Sigmund Schwarz	14	"	@ 10.5769	=	148.08
Helen Cutting	3	"	@ 3.3173	=	9.95
	488	hours			$2796.25

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1682 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

Invoice 644
Job 0-586
Page 3

October 20, 1971

IN ACCOUNT WITH:

Oregon State Highway Department

FOR PROFESSIONAL SERVICES:

Breakdown of Reimbursable Expense:

Kelly Services:	67.43
L. D. Telephone	33.90
Reproduction	407.24
Slope Indicator	140.00
Car Rental	37.26
Travel	96.49
	$782.32

RECEIVED
OCT 21 1971

4-1005

E-121 (4)
7631

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 18, 1971

To: Vic Wolfe
LOCATION ENGINEER

SUBJECT: October 14 Meeting
Fern Hill Slide

The following people met in the Region I Conference Room at 1:30 p.m. October 14 to discuss the Fern Hill Slide:

FED HWY ADMINISTRATION
- D. S. Gedney
- Glenn Hossner
- R. M. Schwegler
- John Shultz

SHANNON AND WILSON
- W. L. Wright
- R. J. Deacon
- K. F. Fugitani

ORE STATE HWY DIVISION
- A. E. Johnson
- J. B. Boyd
- Gerald Wimer
- Ed Johnson
- W. N. Hackleman
- F. W. Yarbrough
- William Fretwell
- Dan Gano

The meeting was primarily to brief Dave Gedney Chief, Soil and Rock Mechanics for the FHWA. It also served as an opportunity for the rest of us to review and consolidate our thinking.

The main presentation was by Walt Wright, P. E., of Shannon and Wilson. His recommendation is to relocate into the river. Three advance copies of Shannon and Wilson's final report will be submitted this week for review. The copies are for Staff, this office, and FHWA. After our review, the final report will be published and sufficient copies distributed as needed.

J. B. Boyd and others brought out the environmental difficulties of relocating into the river and asked for the alternatives. Reconstructing through the slide area without encroachment onto the estuary would be very very expensive and not very practical to construct. Boyd also mentioned the alternate of bypassing Astoria with minor improvements to the existing Columbia River Highway. This has not been studied by Shannon and Wilson. Our Division will conduct a reconnaissance-type study in the near future.

Original signed by, Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Fred Klaboe
Ed Johnson

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*92475-784

RECEIVED
OCT 6 - 1971
FOR FILING

F-121(4)
7631

STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

October 5, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Subsurface Investigation and
Study, Columbia River Highway
Tongue Point, Oregon

Gentlemen:

Inadvertently a notification was not sent to you on technician Marilyn J. Landis's rate change. This change from $2.7831 to the new rate of $3.10 per hour was effective April 14, 1971. Her first work on the above referenced job at the new rate of $3.10 appeared on our invoice #587 dated August 24, 1971 where she was listed as Marion Landis in error.

We hope this explanation will be satisfactory for your needs and thank you for calling it to our attention. If we can be of any further assistance please call.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
Walter L. Wright, P.E.

WLW:fl

NOTED
F. B. KLABOE

10-6-71

REFERRED TO
Sporz
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1971
FOR FILING

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

F-121(4)
7631

September 30, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Proposed Subsurface Investigation
and study, Columbia River Highway
Tongue, Point, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in the Contract Agreement dated 8th of April, 1971, it is the intent of the Consultant to employ the following personnel of our staff at the indicated hourly rate in addition to those listed in our letters of April 13, May 3, May 19, and July 26, 1971.

Title	Name	Hourly Rate
Technician	Margaret A. Wright	$2.00 *

*Note: This individual is paid overtime at the rate of 1.5 times the base hourly rate and double time for holidays.

We hope this information will be sufficient for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
WALTER L. WRIGHT, P.E.

WLW:fl

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Approved 9/30/71
F. Klaboe
Asst. State Hwy. Engr.

cc Shong, Boyd 10-1-71

RECEIVED
OCT 1[illegible] 1971
FOR FILING

Salem, Oregon
September 27, 1971

NOTED
A. E. JOHNSON

MEMO TO THE FILES

F-121(4)

7631

RE: Fern Hill Slide, Clatsop County
Contract No. 7631, FAP F-121(4)

Relatively firm material was exposed by the contractor's excavation operation in mid-September. I inspected the project with Mr. G. W. Wimer, Mr. Loren Weber and Mr. William Fretwell September 15, 1971. The contractor was leaving most of the firm material in place as he encountered it in his excavation. This made a relatively flat bench about fifteen feet above the plan typical section.

The firm material was a dark grey mudstone characteristic of the Astoria formation. Drilling was ordered to determine the characteristics of the exposure.

The drill information was available the first of the following week. By then, the contractor had uncovered about 40,000 cubic yards of firm material within the plan excavation section. The representatives of the soil consultants, Shannon and Wilson, were requested to inspect the site and give their opinion about the part this firmer material played in the slide.

On September 21, 1971 the Highway Division people met with the consultants on the project. Representing Shannon and Wilson were R. Deacon, Geologist, and Frank Fugitarri, Soils Engineer. Representing the Highway Division were G. W. Wimer, Ed Johnsen, Robert West and Loren Weber; and for the FHWA was John Schultz, Area Engineer.

The consultants evaluated the mudstone core and could find no evidence of recent slide movement. However, they did find broken zones and slip seams on the face of the mudstone exposure. Their recommendation was to remove the grey mudstone that was more than forty feet beyond the toe of the present slope. This material, in their opinion, was within the active slide mass.

CONCLUSIONS:

Leaving a 40-foot bench in the planned slope will reduce the excavation quantities 15,000 cubic yards. The estimated net excavation quantity on the contract would reduce to 235,000 cubic yards against the gross bid quantity of 307,000 cubic yards of General Excavation.

The Resident Engineer was instructed to get a price agreement from the contractor to delete this excavation at the bid price for General Excavation. The contractor could then proceed with the excavation on the revised section as recommended by the consulting engineers.

Edgar L. Johnsen
Edgar L. Johnsen
Special Studies & Chief Cost Engineer

RECEIVED
SEP 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ELJ:fw
cc: A. E. Johnson
F. D. Morgan
J. B. Boyd

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.

RECEIVED
OCT 6 - 1971
FOR FILING

Invoice: #621
Job 0-586 .

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

September 20, 1971

IN ACCOUNT WITH:
F-121(4)
7631

Oregon State Highway Department
East Salem Highway Building
Salem, Oregon

Attention: Mr. F. B. Klaboe

FOR PROFESSIONAL SERVICES:

Contract dated 4/8/71 Authorized Funds $139,225.00

Actual Salaries	520½ hours	$3142.19
Associated direct costs	P/R x 20.7%	650.43
Indirect Costs	P/R x 124.3%	3905.74
Lump Sum Fee	60.49% x staff salaries, assoc direct costs, indirect costs and subcontracts	769.92
Reimbursable Expense		437.63
	Total	$8905.91
	Less 10% retention fee	890.59
	Pay this amount	$8015.32

Breakdown of the above attached:

Breakdown by Site Unit
Fernhill-Burnside Unit

Invoice 621 dated 9/20/71 8905.91 x 26% = 2315.54

Tongue Point-Twlight Creek Unit
Invoice 621 dated 9/20/71 8905.91 x 74% = 6590.37

Period from 8/1/71 thru 8/28/71

Progress Invoice

Job Reference: Subsurface Investigation, Columbia River Highway, Tongue Point, Oregon

orig w/ encs.
to Skoog
10-6-71

NOTED
F. B. KLABOE

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

Invoice #621
Job 0-586

September 20, 1971

IN ACCOUNT WITH: Oregon State Highway Department

FOR PROFESSIONAL SERVICES:

Labor Breakdown:

C. Mackenzie	14 hours	@ 2.8702/hr	=	40.18	
" "	3½ "	@ 4.3053 "	=	15.07	O.T.
R. Wright	25½ "	@ 2.25	=	57.38	
" "	4 "	@ 3.375	=	13.50	O.T.
F. L. Willis	3½ "	@ 4.4135	=	15.44	
S. Hunter	110 "	@ 3.4616	=	380.77	
" "	7½ "	@ 5.192	=	38.94	O.T.
P. Kelly	64 "	@ 6.9712	=	446.14	
K. F. Fujitani	98½ "	@ 8.173	=	805.04	
G. L. Gehrke	3½ "	@ 3.125	=	10.94	
R. J. Deacon	47 "	@ 8.6538	=	406.74	
S. M. Farooqui	16½ "	@ 4.905	=	80.93	
R. R. Ballweber	12 "	@ 4.0312	=	48.37	
" " "	1 "	@ 6.0468	=	6.05	O.T.
W. L. Wright	8½ "	@ 12.50	=	106.25	
S. Schwarz	28 "	@ 10.5768	=	296.15	
G. Both	7 "	@ 3.5212	=	24.65	
" "	2½ "	@ 5.282	=	13.21	O.T.
C. Ringstad	52 "	@ 5.2885	=	275.00	
A. Azzam	7 "	@ 5.8654	=	41.06	
C. Bestwick	½ "	@ 2.75	=	1.38	
I. Ishibashi	4 "	@ 4.00	=	16.00	
" "	½ "	@ 6.00	=	3.00	O.T.
	520½ hours			3142.19	

The above is a true and accurate list of employees, hours and rate of pay for our invoice 621 dated 9/20/71, our job No. 0-586.

Walter L. Wright, P.E.

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

Invoice 621
Job 0-586
Page 3

September 20, 1971

IN ACCOUNT WITH:

Oregon State Highway Department

FOR PROFESSIONAL SERVICES:

Breakdown of Reimbursable Expense:

Travel	69.00
Air Fare	40.00
Maps	1.00
Plane Rental	42.00
Boat Rental	14.00
Car Rental	35.64
Instrument Rental	140.00
Postage	1.20
L.D. Telephone	3.74
Film Processing	10.32
Reproduction	80.73
	437.63

RECEIVED
DEC 3 - 1971
FOR FILING

F-121 (4)
7631

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

4401

SUBJECT: ~~Shannon-Wilson Report~~
Detailed Reconnaissance
Alternate Routes
Tongue Point-Fern Hill
(FBK 4401)

Attached is a review by F. W. Yarbrough, of the Shannon & Wilson report of detailed reconnaissance alternate routes through the Tongue Point-Fern Hill Section.

It appears they have drawn the same conclusion that we had, in that the preferred route would lie outside of the railroad (No. 6 or 6A). I suspect, however, that we will meet considerable resistance if an attempt is made to establish a route in that location. The second choice would be the most extreme inland route (No. 4) for the reason it would involve less grading by comparison with the other two inland routes (Loc. Line & No. 5) thereby reducing the probable impact of slides.

W. H. Tebeau
W. H. Tebeau
Assistant Program & Planning Engineer

Attach.

WHT:dg

PLEASE RETURN TO
F. B. KLABOE

CC Klaboe w/ attach

RECEIVED
SEP 17 [illegible]
OFFICE OF
STATE H[illegible]

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1971

To: L. H. Young
Program & Planning Engineer
Office

SUBJECT: LHY Assignment 361 Ref FBK 4401
Review of Shannon & Wilson Report
of Detailed Reconnaissance of Alternate
Routes Columbia River Highway
Tongue Point--Fern Hill Section

Attention: W. H. Tebeau

Review of subject report, dated September 3, 1971, herewith.

Four alternate routes to the existing L-line were examined by the Consultant and are listed in the report in rank order of selection "that would, in the opinion of the Consultant, minimize the risk of large scale instability occurring as a result of construction." This is all he is required to do under the Phase A, Part 3, which he says is covered by the report.

Their order of preference for alternate routes is precisely what we would have chosen for the same purpose. They don't say how they made their selection, but we would make ours simply by comparison of the magnitude of cuts and fills with order of preference in reverse order of magnitude of grading.

They have mapped extensively more old landsliding than we have ever considered. But they say some of it is very old, in which case the evidence is all indirect and circumstantial and therefore is a matter for interpretation and opinion. We have no reason to second-guess them about this.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

NOTED
W. H. TEBEAU

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE • PORTLAND • BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

0-586

September 3, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Re: Detailed Reconnaissance
Alternate Routes (Sta. 55 to 226)
Columbia River Highway (US 30)

Gentlemen:

In accordance with Section I, Part 3, of the Agreement between the State of Oregon and Shannon & Wilson, Inc. dated April 8, 1971, a detailed reconnaissance of four alternate routes has been made between approximately Sta. 55+00 to 226+50. This letter report presents for your information and guidance the findings of the reconnaissance together with our preliminary recommendations regarding route selection.

ROUTE DESCRIPTION

The locations of the four alternate routes designated as Nos. 4, 5, 6 and 6A are shown on Figure 1. Stationing of the alternate routes are a continuation of the L-line stationing at Sta. 55+00.

Alternate routes 4 and 5 are upland routes following the L-line to about Sta. 120, where both routes swing southward along the same alignment. At about Sta. 140 (alternate route stationing), alternate route 4 trends further to the south and rejoins the L-line at Sta. 226+50 (L-line stationing). Alternate route 5 rejoins the L-line at about Sta. 200 (L-line stationing). Alternate route 4 is approximately a half mile longer than alternate 5.

Alternate routes 6 and 6A are offshore alignments on the tidal area just off the south bank of the Columbia River. Basically, both alternates 6 and 6A are similar with the exception that alternate 6 begins at about Sta. 68 of the L-line and rejoins the L-line at Sta. 226+50 (L-line stationing) while alternate 6A continues offshore bypassing the presently active landslide before rejoining the L-line at about Sta. 265 (L-line stationing). Alternate 6A also follows an alignment which is closer shoreward than alternate 6 between about Sta. 160 and 200 (alternate line stationing).

METHODS OF INVESTIGATION

Field investigations were conducted in the upland areas of each of the alternate routes. Aerial reconnaissance followed by walking traverses were conducted with the ground traverses as close to the centerlines as was practical without resorting to extensive brush cutting to gain access. During these investigations, information was obtained from scattered outcrops on rock types along the routes, and slopes were observed for evidence of present instability and old landslide conditions.

In the office aerial photographs were studied by stereoscopic viewing to obtain additional information and confirmation of field information on landslide areas. Photographs for this phase of the study were provided by the Oregon State Highway Division. In addition, subsurface boring information provided by the Highway Division from previous explorations, and subsurface information developed by ourselves during this investigation were utilized to construct interpretative geologic sections. Finally, air reconnaissance from a light observation aircraft was conducted to view features at low altitude.

All geologic information has been combined to produce the map which appears in Figure 2, Geologic and Landslide Map of Alternate Routes. Geologic sections constructed along the centerline profile of the alternate routes appear in Figures 3 and 4.

GEOLOGY

The area traversed by the four alternate routes is underlain by an upper and lower member of the late Miocene Astoria Formation and by alluvium of the Columbia and John Day rivers and of smaller streams.

The upper member of the Astoria Formation consists of massive gray to brown, hard to loose sandstone with interbeds of siltstone and zones of hard calcareous concretions up to several feet in diameter. The upper member is present at about Sta. 85 of the alternate routes and extends easterly to about Sta. 200 on alternates 4 and 5 and to about Sta. 180 on alternates 6 and 6A (where the sandstone is overlain by alluvial deposits). The lower member of the Astoria Formation consists predominately of weathered (soft and crumbly) and unweathered (hard) thin bedded siltstone and claystone containing scattered organic matter and fossil marine shells. It underlies alternates 4 and 5 east of about Sta. 200 and easterly to the ends of the lines at Sta. 226+50 and is present beneath alluvial deposits on alternates 6 and 6A east of about Sta. 180. The lower member also underlies the alternates west of about Sta. 85.

Subsurface information developed by the Oregon State Highway Divisions borings and probes and borings made by Shannon & Wilson provide information on the character and thickness of alluvial deposits at some localities crossed by the alternate routes. Alternate routes 6 and 6A are largely underlain by alluvial deposits of the Columbia River. Present information indicates that the deposit consist of fine to medium sand with layers of clayey silt and silty clay which extend to variable depths ranging from 7 to about 35 feet below the bottom of the river except in the flood plain of the John Day River. Information on the alluvial deposits in the John Day River flood plain is provided by Highway Division borings drilled along the "L-line" about 700 feet south of alternate 6. This information indicates that alluvial materials consisting of soft silt and clay with lenses of sand extend to a depth of about 130 feet (-120 feet elevation) below the bed of the river. It is, therefore, anticipated that the deposits beneath alternate 6 at this location would be similar in character and thickness to the soils penetrated in the L-line borings.

LANDSLIDES

Landslides are present almost continuously in the upland areas of the routes. The approximate headscarp of the landslides are shown in Fig. 2. Except for two small recent slope failures near Sta. 55+00 at the west end of the routes and the extensive active failure zone studied in this investigation on the easterly edge of the routes, the landslides are older features with no observable current movement. Fir trees in the landslide areas which are on the order of 60 to 100 years old show no curvature or evidence of movement. However, springs are numerous in many of the landslide areas, indicating that the soils are fully saturated and suggesting that stability is sensitive.

Not all of the older landslides are considered serious problems for highway construction. However, the evidence of sensitive stability of many of the older landslide areas together with the experience of the recent movements of the L-line area between Sta. 208 to 270 suggest that a careful evaluation be made of the older landslides. An evaluation of each of the alternate routes based on the detailed reconnaissance is presented in the following section for your guidance in selecting an acceptable route. Because of the reconnaissance nature of the study, however, detailed subsurface information will, in our opinion, be required after a route has been more firmly established.

ROUTE EVALUATION

Alternate Route 4

Sta. 55-80. Although the alignment at centerline follows the existing highway and does not indicate major cuts or fills, it is assumed that cuts south of the centerline will be required to widen the roadway. Two small active landslides located at about Sta. 64 and Sta. 70 would indicate that cut slopes should be investigated and their stability analyzed.

Sta. 80-85. Through this section, the alignment crosses recent alluvial deposits with an embankment up to 50 feet in height. Oregon State Highway borings at the edges of the alluvial area indicate soft sediments may be up to 25 to 30 feet deep and possibly deeper toward the center. Therefore, the stability and settlement of the embankment are major items to be considered in design.

Sta. 85-130. In this section, the alignment passes through an area of large and probably deep slope failures. Deep cuts up to 80 feet are required by the alignment and can be expected to create problems in the stability of the cut slopes with potentially massive landsliding.

Sta. 130-180. The alignment in this section passes across recent alluvial deposits of the John Day River with a relatively low embankment. Depending on the depth and consistency of the alluvium, settlement and stability of the embankment are again major considerations in design.

Sta. 180-190. Through this section the alignment crosses the John Day River. On the west side of the river, the sandstone or upper member of the Astoria Formation is present and should provide an excellent foundation for a structure. On the east side of the river an unknown depth of recent alluvium covers the sandstone. It is anticipated, however, that the sandstone would be at depths practical for a pile type foundation. The east approach embankment to the structure, on the order of 20 feet in height, will be founded on the recent alluvium; thus, settlement and stability of the embankment are considerations.

Sta. 190-210. No old landslides are present through this section of the alignment. Some cuts up to 25 feet at centerline and embankments up to 15 feet in height are indicated for the alignment. No major problems are anticipated since cuts will be in the sandstone unit, but stability of the cuts as well as embankments and settlement of embankments should be considered.

Sta. 210-215. The alignment in this area crosses alluvial deposits with an embankment 40 to 50 feet in height. Stability and settlement of the embankment are considerations here.

Sta. 215-220. The alignment passes over an old shallow landslide. However, the embankment required below Sta. 215 should, in our current opinion, act as a buttress against future instability of the slide.

Sta. 220-240. The alignment requires cuts along centerline up to 50 feet deep. Although there is no present indication of old or recent movements, cuts should be carefully studied.

Sta. 240-250. The alignment crosses a drainage draw requiring up to 90 feet of fill. On the west side of the draw a shallow landslide is indicated, but the fill should tend to act as a buttress. Some fill is presently being placed in this area, which is waste spoil from slide remedial measures (Sta. 219+50 - 228+50, L-line). Stability and settlement of the embankment should therefore be investigated.

Sta. 250 - L-Line Sta. The alignment passes through a large and probably deep landslide which merges into the presently active slide along the L-line. Cuts up to 50 feet should be expected to create problems of instability with potential massive landsliding.

Alternate Route 5

Sta. 55-140. The alignment of alternate 5 in this section is the same as alternate 4.

Sta. 140-160. In this section of the alignment, approach embankments and a structure crossing the John Day River are required. The approach embankments will be placed over soft recent alluvial deposits and, therefore, settlement and embankment stability would require study. Oregon State Highway borings on the west bank of the river indicate bedrock of the Astoria Formation at depths of about 35 feet, while on the east bank, the depth of the alluvial deposits are unknown, but appear to be relatively deep. These conditions would indicate relatively shallow pile foundations for the structure on the west side of the river, but relatively long piles on the east side of the river.

Sta. 160-200. The alignment passes from the fill over the recent alluvium to a deep cut through a ridge and back to a moderate fill. Older landslides are present on both sides of the ridge. On the west side, the landslide appears to be massive and potentially may create problems of stability, while on the east side of the ridge, the old landslide is probably relatively shallow and may not present undue problems. The fill placed over the east landslide will probably tend to act as a buttress.

Sta. 200-215. The alignment crosses the head of an old massive landslide, and although very minor cuts and fills will be required, this area is considered potentially troublesome.

Sta. 215-230. Moderate cuts and fills through this area should not create any difficulties if slopes and fills are adequately engineered. However, some waste fill was placed from removal of slide debris in December, 1970 to February, 1971. It is suspected that the waste material was extremely wet and soft, and therefore end dumped without any attempt at compaction.

Sta. 230 to L-Line Sta. 226+50. The alignment passes through a large and probably deep landslide which merges into the presently active slide along the L-line, and therefore, potential stability problems are anticipated in this area.

Alternate Route 6

Alternate route 6 is essentially an offshore alignment with an embankment in the tidal flats of the Columbia River. At each end, the alignment swings upland to rejoin previously planned L-line alignments, joining the L-line at about Sta. 65 at the west end and at Sta. 226+50 at the east end.

For the portion of the alignment offshore, engineering problems would include the stability and settlement of the embankment fill as a result of the river sediments. Where sand is present, the stability and settlement are lesser problems than in areas where soft silts and clayey silts are present. Present studies for alternate 6A in the area north of the existing active slide area indicates that stage construction, removal of soft sediments or a combination of both may be required where soft silts and clayey silts are encountered.

Another major engineering consideration in the offshore route is the foundations for the structure at the mouth of the John Day River. Oregon State Highway borings indicate that sediments are very deep at the confluence of the John Day and Columbia Rivers.

At the east end, the alignment, where it moves inland to rejoint the L-line, must cross an old and extensive landslide plus the presently active landslide area. Major problems should be anticipated in this area.

Alternate Route 6A

Alternate 6A is essentially the same as Alternate 6 with the exception that it is closer to shore line between Sta. 160 to 205 and remains offshore, by-passing the presently active slide area.

Engineering considerations for the offshore portion of alternate 6A are similar to alternate 6. Where 6A swings upland, it also passes through an old landslide area. This old slide is considered to be extensive and potentially can create problems associated with instability.

RECOMMENDATIONS FOR ALTERNATE ROUTE

Based on our detailed reconnaissance and evaluation described previously, our recommendations for an alternate route are listed in order of preference as:

1. Alternate 6A or 6
2. Alternate 4
3. Alternate 5

Each of the route alignments, in our opinion, can be modified to make them more desirable from a landslide or foundation standpoint. These modifications have not considered aspects of alignment or grade. For all of the alternates, a tie into alternate 6A at about Sta. 210 (6A stationing) would be desirable to by-pass the presently active slide area. Further, alternate 6A could be extended as an offshore embankment and tie into the existing roadway east of about Eskeline Creek. This would eliminate the crossing of the old extensive landslide area. For alternates 4 and 5, consideration should be given to the use of alternate 6 from Sta. 55 to about Sta. 130 (alternate 6 stationing) to by-pass old landslide areas, or to the relocation of these alignments south of the old landslide areas between Sta. 55 and Sta. 130 (alternate 4 and 5 stationing). The latter consideration would require a study of the topography to make certain that grade requirements are compatible with the topography.

If serious consideration is given to an offshore embankment through any portion of the alignment, consideration should also be given to the design of an embankment which would be wide enough to accommodate the Burlington Northern Railroad. The railroad could be placed outboard of the highway eliminating structures required to cross the track. In addition, landslide danger to the railroad would be considerably reduced.

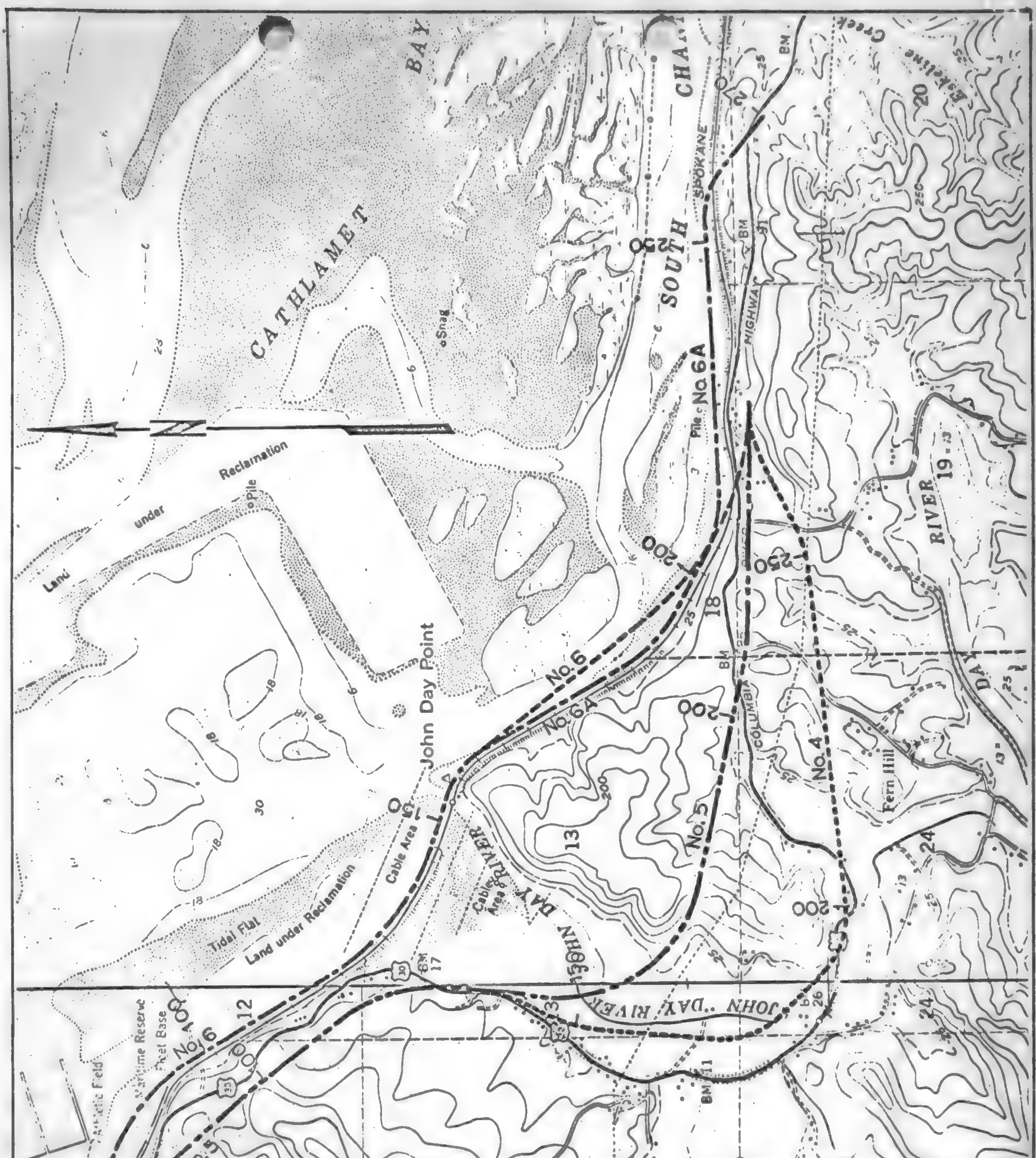
We trust that the information presented herein will be adequate for your requirements at this time. Should you have any questions or require any additional information, please contact us at your earliest convenience.

Very truly yours,

SHANNON & WILSON, INC.

by
Walter L. Wright, P.E.

KFF:gg



CATHLAMET BAY
SOUTH CHANNEL
Land under Reclamation
Tidal Flat
Land under Reclamation
Cable Area
John Day Point
JOHN DAY RIVER
COLUMBIA HIGHWAY
SPOKANE
Fern Hill
Mill Creek
No. 6
No. 6A
No. 5
No. 4
SCALE: 1"=2000'

FERNHILL SLIDE
FERNHILL-BURNSIDE SECTION
COLUMBIA RIVER HIGHWAY (U.S.30)

LOCATION OF ALTERNATE ROUTES

0-586

SHANNON & WILSON, INC.
PORTLAND, OREGON

FIG. 1

RECEIVED
AUG 27 1971

FOR FILING

E-121(4)
7631

Salem, Oregon 97310
August 26, 1971

Mr. V. E. Skoog
Controller
BUILDING

Salary Changes, Fern Hill-Burnside Slide Study, Columbia River Highway, Tongue Point

Reference is made to the attached letter from Shannon & Wilson, Inc., dated August 23.

Before I act on this, I would like to know the impact; i.e., how much is the increase for each employee.

Furthermore, it appears to be "after the fact" as far as we are concerned with respect to the President's edict.

Please advise me how you recommend.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
A. E. Johnson

Attachment

STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 228-6147

August 23, 1971

Oregon State Highway Department
East Salem Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Salary Changes
Fern Hill-Burnside Slide Study
Columbia River Highway
Tongue Point, Oregon

Gentlemen:

Transmitted herewith is a listing of the new salary schedules for our personnel working on the above referenced assignment. These rates are the result of the annual salary review for the employees of the firm and were in effect as of August 1, 1971.

Because of the Executive Directives effective as of August 15, 1971, we contacted Mr. Taylor of the Office of Emergency Prepardness in Seattle, Washington (telephone 206-442-4552) to verify the compliance of the salary increases with the existing directives. He verified that inasmuch as the increases were in effect prior to the Executive Directives that they were valid and that any existing contracts whose reimbursement was tied to a fixed multiplier of salaries (including cost plus fixed-fee contracts) would also reflect these increases.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
Walter L. Wright, Vice Pres.

WLW:fl
Enc. New Salary Schedule

RECEIVED
AUG 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

August 23, 1971

Oregon State Highway Department
East Salem Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Subsurface Investigation and
Study, Columbia River Hwy
Tongue Point, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in the Contract Agreement dated 8 April 1971, it is the intent of the Consultant to employ the following personnel of our staff at the indicated hourly rate (annual salary review effective 1 August 1971).

TITLE	NAME	ACTUAL SALARIES (HOURLY RATE)
Principals	Walter L. Wright	12.50
	L. Keith Bestwick	10.5769
	Raymond Miller	10.5769
	Sigmund Schwarz	10.5769
	William L. Shannon	14.4231
	Earl A. Sibley	12.50
	Stanley D. Wilson	14,4231
	Rudy Dietrich	12.50
Principal Engineers & Geologists	Robert J. Deacon	8.6538
	Allan S. Cary	10.788
	David E. Hilts	8.5337
	Leland B. Jones	10.50
	James H. Mclerran	8.0800*
	Frank L. Russell	9.00
	George Yamane	9.1346
Project Engineers & Geologists	Boyd O. Bush	8.6538
	Herman H. Druebert	8.1490
	Thomas E. Kirkland	8.0288
	Lloyd E. Root	8.3654
	E. Douglas Schwantes	8.1731
	Kiyoshi F. Fujitani	8.1731
	Ronald J. Salley	8.654

Senior Engineers & Geologists	Fred Brown, Jr	7.5721	
	John H. Hughes	5.7692	
	Robert G. Kenly, Jr.	5.6731	
	John M. Musser, Jr.	5.6731	
	Milton J. Novak	5.6250	
	Terry L. Olmsted	6.0577	
	Robert Strazer	7.5721	
Engineers, Geologists & Senior Technicians	Roger H. Thayer	5.600	
	Saleem M. Farooqui	4.905	
	Donald F. Kellum	5.00	*
	Rohn D. Abbott	6.2981	
	Atef A. Azzam	5.8654	
	Dean Barber	4.0962	
	Joseph Connolly	5.1923	
	John C. Crowser	5.5192	
	Peter Douglass	6.9712	
	Thomas C. Kinney	6.9231	
	Mark T. Mitchell	6.5865	
	Michael J. Paulus	6.0096	
	Clyde A. Ringstad	5.2885	
	Fred H. Tuttle	5.2404	
	Patrick B. Kelly	6.9712	
	Eric Mikkelsen	6.587	
	Robert D. Perry	5.385	
Technicians	Isao Ishibashi	4.00	*
	Craig Bestwick	2.75	*
	Gregory T. Both	3.5212	*
	Edna Cary	4.3394	*
	Nancy Cutting	2.60	*
	Barbara E. Dahn	3.6759	*
	Webster Josten	5.13	*
	Marilyn J. Landis	3.25	*
	Fred Nygren	5.1442	*
	John C. Shane	2.60	*
	Richard Williams	4.6154	*
	Richard R. Ballweber	4.0312	*
	Richard K. Bestwick	2.00	*
	Ralph W. Broeske	4.00	*
	Terrence E. Kelly	3.75	*
	Carole A. MacKenzie	2.8702	*
	Stephen E. Hunter	3.4616	*
	Peter Rusch	5.288	
	Geoffrey M. Kunst	4.205	*
	Robert Wright	2.25	*

Clerical	A. G. Black	3.3173*
	P. Jean Boucher	5.9135*
	Helen Cutting	3.3173*
	James German	7.2115
	Barbara L. Laney	3.8942*
	Marion A. Lesher	4.5192*
	Lee Ann Mjelde	2.9827*
	Eloise O'Neal	2.6683*
	Patricia A. Roa	3.7725*
	Mary W. Rendall	8.0769
	Jean L. Wilson	2.30 *
	Maxine Wolford	2.8365*
	Gladys L. Gehrke	3.125 *
	Wanda Kopp	3.845 *
	Jan Shepherd	4.1827*
	Fae Lou Willis	4.4135
	Willa R. Beeman	2.7629*

*Note: These individuals are paid overtime at the rate of 1.5 times the base hourly rate.

Fees for the services of the aforementioned professional, technical and clerical personnel are based on the time expended on the project.

We hope this information will be sufficent for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
Walter L. Wright
Vice President

WLW:fl

RECEIVED
AUG 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

William L. Shannon, P.E.
Stanley D. Wilson, P.E.
Walter L. Wright, P.E.
Rudy J. Dietrich, P.E.

RECEIVED
AUG 27 1971
FOR FILING

Invoice #587
Job 0-586

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

F-121(4)

IN ACCOUNT WITH:

7631

August 24, 1971

Oregon State Highway Department
East Salem Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst State Hwy Engineer

FOR PROFESSIONAL SERVICES:

Contract dated 4 April 1971 Authorized Fee 139,225.00

Actual Salaries:	587½ hours	$3,402.96
Associated Direct Costs:	Payroll x 20.7%	704.41
Indirect Costs:	Payroll x 124.3%	4,229.88
Lump Sum Fee:	53.76% x Staff Salaries, P/R Assoc direct costs, Indirect Costs & Subcontracts, plus adjustment to date	1,982.19
Reimbursable Expense:		602.72
		10,922.16
	Less 10% retention fee	1,092.22
	Pay this amount	9,829.94

Breakdown of the above charges attached:

Breakdown of above costs by location:

Fernhill-Burnside Unit:

Invoice 587, Aug 24, 1971 10,922.16 x 26% = 2,839.76

Tongue Point-Twilight Creek

Invoice 587, Aug 24, 1971 10,922.16 x 74% = 8,082.40

Period from 6/27/71 through 7/31/71

Progress Invoice

Job Reference: Subsurface Investigation: Columbia River Highway, Tongue Point, Oregon

orig w/ encs.
To [illegible]
8-27-71

Oregon State Highway Department
August 24, 1971
Invoice #587
Job 0-586

Breakdown of Labor:

Carole McKenzie	13	hrs	@ 2.8530	=	37.10	
Patrick Kelly	69	"	@ 6.5630	=	452.85	
Stephen E. Hunter	118	"	@ 3.2766	=	386.65	
Saleem M. Farooqui	42	"	@ 4.0385	=	169.60	
" " "	1	"	@ 6.058	=	6.06	O.T.
K. F. Fujitani	122½	"	@ 7.9231	=	970.58	
R. J. Deacon	88½	"	@ 8.24	=	729.24	
Walter L. Wright	16	"	@ 12.50	=	200.00	
Robert Wright	10½	"	@ 2.25	=	23.63	
R. Ballweber	29½	"	@ 3.8054	=	112.26	
Gladys L. Gehrke	16½	"	@ 2.9727	=	49.05	
Fae Lou Willis	1½	"	@ 4.3391	=	6.51	
S. D. Wilson	4	"	@ 14.4231	=	57.69	
Isao Ishibashi	26	"	@ 3.40	=	88.40	
" "	2	"	@ 5.10	=	10.20	O.T.
Atef Azzam	10	"	@ 5.4918	=	54.91	
Marion Landis	11	"	@ 3.10	=	34.10	
Craig Bestwick	1½	"	@ 2.75	=	4.13	
Richard Bestwick	5	"	@ 2.00	=	10.00	
	587½	hours			3402.96	

Breakdown of Reimbursable Expense: Backup attached:

Travel	$ 136.95
Hertz Systems	32.79
National Car Rental	92.48
L.D. Telephone	31.50
Reproduction	144.75
Film processing	8.35
Slope Indicator	155.25
Maps	.65
	602.72

The above is a true and accurate list of employees, hours and arate of pay for our invoice 587 dated August 24, 1971, our job number 0-586.

Walt L. Wright

WALTER L. WRIGHT, P.E.

RECEIVED
AUG 26 1971
FOR FILING

EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

F-131 (4)
7631

August 24, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Monthly Progress Report
Fern Hill Slide
Fern Hill-Burnside Section
Tongue Point, Oregon

Gentlemen:

The current status of the work through the week ending August 21, 1971.

Field work on all phases of the project has been completed, with the exception of slope indicator observations which will probably be accomplished at least once more before the submittal of our final report for your review. Laboratory testing has been completed, but some supplemental tests, which have been found to be necessary, are presently being performed. Our current work status consists of office studies and drafting toward the preparation of the final report. A draft copy of the report for your review will probably be submitted to you by the middle of September, 1971, so that our report will be accepted by you and published within the 6 months time schedule.

Presently we are preparing a preliminary summary of our findings on the four alternate routes between approximately Sta. 55+00 to 226+50. We are hopeful of submitting this summary for your information within the next week or 10 days.

8-26-71

REFERRED TO
Johnson
Young - Boyd - Morgan
ASST. STATE HWY. ENGR.

Very truly yours,

SHANNON & WILSON, INC.

by

WALTER L. WRIGHT, P.E.

KFF:WLW:fl

RECEIVED
AUG 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. K

RECEIVED
SEP 7 - 1971

FORM E-90 (REV. 10-60)

BW
8-27

F-121(4)
7631

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1971

To: F. D. Morgan
CONSTRUCTION ENGINEER

SUBJECT: Shannon & Wilson Request
FernHill Slide

The agreement with Shannon & Wilson makes no provision for them to serve as a consultant on the current FernHill Slide Correction contract. We did have their representative, Walter Wright, at the pre-construction meeting. The FHWA did request that Shannon & Wilson be periodically consulted in the progress of this slide correction project.

It is respectfully requested that a letter be directed to Shannon & Wilson authorizing this added duty. They are agreeable to do so; however it might result in a very minor overrun of their original agreement and such a letter would help serve as a justification for any overrun. Simultaneously it would be well to request and document the need for the following number of copies of any report Shannon & Wilson might issue.

	Interim Reports	Final Reports
FHWA	2	3
Region Office	2	2
Total	4	5

It should be noted these totals do not include the copies that would be necessary for the front office and other sections. These should be added.

J. B. Boyd

J. B. Boyd
REGIONAL ENGINEER

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

GWW/JBB/jc

cc: Loren Weber

[illegible] [illegible] done
8-24-71

Routing

I Morgan M
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 18 1971
CONSTRUCTION
DIVISION

Pease E
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 4 1971
FOR FILING

F-121 (4)
7631

RECEIVED
JUL 29 1971
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1971

To: W. H. Tebeau
Assistant Program & Planning Engineer
Highway Building
Salem

SUBJECT: Prog. & Plan. Assignment #313
Review of Shannon & Wilson
Interim Report of Investigation
of Fern Hill-Burnside Slide

#1

NOTED

4251

Subject report has been reviewed.

It is little more than a tabulation of the information Shannon and Wilson have gathered. They have largely ignored the information we furnished to them, some of it long before they had a contract. In particular, there has not been sliding to give them any indication on their slope indicators since they were installed. But they ignored our slope indicator data and "assumed" a depth of sliding at the bottom of the weathered zone. Admittedly, this is a reasonable assumption, and seems to agree with our data, except at station 223+80. Our data is usually better than an assumption. I only noted one reference by them to one of our drill holes.

Their trigonometry is faulty in Fig. 7.1 on page 30. A significant sine function has been omitted. This figure is probably only an illustrative sketch prepared by some junior, and most likely their computation included the function or probably avoided a mistake by computing graphically. But this indicates the preliminary nature of the report.

Another indication of the preliminary nature of the report is the assumption by the analyst that there is a passive pressure resisting sliding on the lower side, as he shows on the free body diagram, Fig. 7.1. This cannot be so on an infinite slope after sliding has once occurred. The pressure can be no more than active because, if it becomes more, sliding again occurs and relieves it. Stan Wilson or Billy Shannon will surely catch this when they review it. It will increase the required size of buttress somewhat, if they assumed passive pressure on the lower side of the buttresses.

No matter. Ed Johnsen has already estimated the cost of the buttress around $5 million, and I assume this puts it in the class with any drainage scheme which Shannon & Wilson say is not feasible. It appears that, when we build, it will be in the estuary.

F. W. Yarbrough
Soils and Geology Engineer

FWY:af
cc: E. L. Johnsen

NOTED
TOM EDWARDS

F. B. KLABOE
NOTED

NOTED
A. E. JOHNSON

NOTED
W. H. TEBEAU

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUBY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

0-586

July 9, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Re: Subsurface Investigation
and Study
Fern Hill Slide
Columbia River Highway

Gentlemen:

In accordance with the Agreement, dated April 8, 1971, between the State of Oregon, State Highway Commission and Shannon & Wilson, Inc., an interim report of our findings in connection with Parts 1 and 2 of the Agreement has been prepared. Transmitted with this letter are two copies of the report entitled, Interim Report, Slope Stability and Relocation Studies, Fern Hill-Burnside Section, Columbia River Highway (U.S. 30), dated July 9, 1971.

Work is currently in progress toward the final report. Should you have any questions regarding the information presented in the interim report, please contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by

Walter L. Wright, P.E.

WLW:gg
Enclosures

R[illegible]D
JUL 12 [illegible]
STA[illegible] ENGINEER

William L. Shannon, P. E.
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Wa[illegible] L. Wright, P. E.
Ruby J. Dietrich, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

0-586

RECEIVED
AUG 3 1971
FOR FILING

F-121(4)
7631

July 28, 1971

Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

Attention: Mr. N. P. Moy
Regional Manager Engineering

Re: Interim Report
Fern Hill Slide Section
Columbia River Highway

Gentlemen:

In accordance with verbal instructions of Mr. Litchfield, Oregon State Highway Division, we herewith transmit a copy of our interim report entitled, Interim Report, Slope Stability and Relocation Studies, Fern Hill-Burnside Section, Columbia River Highway (U.S. 30), dated July 9, 1971.

Very truly yours,

SHANNON & WILSON, INC.

by K. Frank Fujitani
K. Frank Fujitani, P.E.

KFF:gg

cc: F. B. Klaboe
Assistant State Highway Engineer

copy to
Ted Litchfield
8-2-71

RECEIVED
JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1971
FOR FILING

F-121(4)
7631

July 27, 1971

4266

Mr. H. F. Moy
Regional Manager Engineering
Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Moy:

Re: Preliminary Report, Fern Hill Slide Section
Columbia River Highway, Clatsop County
Your File: A-37

This is in reply to your letter of July 16 wherein you request information pertaining to the Fern Hill Slide.

In our Mr. Litchfield's letter to you dated July 16, he transmitted plans and special provisions for the Fern Hill Slide Section. In that letter, he indicated the work proposed in that contract is intended to be merely an interim measure to reduce winter maintenance and not a permanent slide correction.

Shannon & Wilson, Inc., has completed a preliminary report and we have contracted Mr. Frank Fujitani of that organization and requested that he send you a copy of its report.

After you study this report, we would be pleased to discuss it with you. Additional information pertaining to the subject will be submitted to you as it becomes available.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc:
R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
J. B. Boyd
T. W. Litchfield
Loren Weber

TWL:dl srb

cc: Frank Fujitani
Shannon & Wilson, Inc.
1632 S. W. Morrison Street
Portland, Oregon 97205

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pesso
Swen
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JUL 20 1971
CONSTRUCTION
DIVISION

July 16, 1971

Klaboe - Reply

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Deputy State Highway Engineer

Dear Sir:

I make reference to your letter of April 22nd, wherein you advise me that the Oregon State Highway Division had retained Shannon and Wilson to make a thorough study of the area between Fern Hill and Astoria, to provide a basis for future course of action in this area.

Since receiving said letter, I have heard nothing further from you or your staff as to what has transpired to date in regard to this matter. I have noted in your schedule of contract lettings dated July 1, 1971, that the Fern Hill Slide Section, Columbia River Highway, is to be let on July 29, 1971.

I would appreciate your advising me what this work consists of. Also, if it is now possible to get a copy of Shannon and Wilson's preliminary report, if such a report has been completed as of this date. Your cooperation on this entire matter has been appreciated and I will look forward to hearing further from you on this particular matter.

Very truly yours,

NOTED
TOM EDWARDS

H. F. Moy
Regional Manager Engineering

HFM:pae

File: A- 37

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

William L. Shannon, P. E.
Stanley D. Wilson, P. E.
[illegible]bley, P. E.
Walter L. Wright, P. E.
[illegible]rich, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 228-6147

RECEIVED
JUL 28 1971
FOR FILING

F-121 (4)
7631

July 26, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Proposed Subsurface Investigation
and Study, Columbia River Highway
Tongue Point, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in the Contract Agreement dated 8th of April, 1971 it is the intent of the Consultant to employ the following personnel of our staff at the indicated hourly rate in addition to those listed in our letters of April 13, May 3 and May 19, 1971.

Title	Name	Hourly Rate
Technician	Isao Ishibashi	$3.40*
	Richard Bestwick	2.00*
	Robert Wright	2.25*

* Note: These individuals are paid overtime at the rate of 1.5 times the base hourly rate and double time for holidays.

We hope this information will be sufficient for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
WALTER L. WRIGHT, P.E.

7/27/71
Asst. State Hwy. Engr.

cc Shorey
Boyd
Tabler 7-27-71

WLW:fl

RECEIVED
JUL 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1971
FOR FILING

[illegible] Shannon
Stanley D. Wilson, P. E.
[illegible], P. E.
Walter L. Wright, P. E.
Rudy J. Dietrich, P. E.

F-121(4)
7631

IN ACCOUNT WITH:

JOB

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

July 22, 1971

State Highway Department
East Salem Highway Building
Salem, Oregon

Attention: Mr. F. B. Klaboe

Tongue Point-Twilight, Fernhill-Burnside Units

FOR PROFESSIONAL SERVICES:

Engineering Services: 600½ hours	$3475.45
Payroll Associated Direct Costs: P/R x 20.7%	719.42
Indirect Costs: P/R x 124.3%	4319.98
Lump Sum Fee: Salary, P/R Associated Direct and Indirect costs and Subcontracts x 10%	851.49
Reimbursable Expense:	1158.78
	10,525.12
less 10% retention fee	1,052.51
	$ 9,472.61

Breakdown of above attached.

Breakdown by location:
Tongue Point-Twilight Creek Unit:
Invoice 567, July 22, 1971 10,525.12 x 74% = 7,788.60
Fernhill-Burnside Unit:
Invoice 567, July 22, 1971 10,525.12 x 26% = 2,736.52

PROGRESS INVOICE:

Breakdown of Previous Invoices by location:
Tongue Point-Twilight Creek Unit.
Invoice 544, June 18, 1971 37,432.83 x 74% = 27,700.29
Invoice 537, May 19, 1971 13,905.75 x 74% = 10,290.25

Fernhill-Burnside Unit:
Invoice 544, June 18, 1971 37,432.83 x 26% = 9,732.54
Invoice 537, May 19, 1971 13,905.75 x 26% = 3,615.50

orig w/ encs. to
Skoog 7-27-71

NOTED
F. B. KLABOE

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Invoice 567
Job 0-586
July 22, 1971

Breakdown of Labor on above Invoice:

Gladys L. Gehrke	7½	hours	@ 2.9727/hr	= 22.30	
Walter L. Wright	9	"	@ 12.50/hr	= 112.50	
C. MacKenzie	½	"	@ 2.8530	= 1.43	
Fae Lou Willis	5½	"	@ 4.3391	= 23.87	
Patrick B.Kelly	98	"	@ 6.5630	= 643.17	
Stephen E. Hunter	106½	"	@ 3.2776	= 348.95	
" " "	8	"	@ 4.915	= 39.32	O.T.
Kiyoshi Fujitani	134½	"	@ 7 9231	=1065.68	
R. R. Ballweber	45	"	@ 3.8054	= 171.25	
" " "	1	"	@ 5.7081	= 5.71	O.T.
Robert J. Deacon	60	"	@ 8.24	= 494.40	
Saleem Farooqui	110½	"	@ 4.0385	= 446.25	
" "	1	"	@ 6.0571	= 6.06	O.T.
Sigmund Schwarz	5	"	@ 10.5769	= 52.89	
Clyde Ringstad	8½	"	@ 4.9038	= 41.68	
	600½	hours		3475.45	

The above is a true and accurate list of employees, hours and rate of pay for our invoice 567 dated July 22, 1971, our job number 0-586.

Walt L. Wright

Walter L. Wright, P.E.

Reimbursable Expense:

Motor freight	5.75
L.D. telephone	64.51
220 miles x 12¢/mile	26.40
Reproduction & Film Processing	165.14
National Car Rental	62.34
Slope Indicator Co.	170.00
Travel	
Fujitani expenes	.10
Kellum expense	619.84
R. Ballweber Expense	36.55
Saleem Farooqui expense	8.15
Boat Rental	17.50
	1176.28

RECEIVED
JUL 26 1971
FOR FILING

F-121(4)

7631

ST[illegible] WILSON, P. E.
EARL A. SIBLEY, P. E.
[illegible]T, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

July 20, 1971

Oregon State Highway Division
State Highway Building
Salem, Oregon

NO[illegible]
F. B. KLABOE

Attention: Mr. F. B. Klaboe

Re: Monthly Progress Report
Fern Hill Slide
Fern Hill-Burnside Section
Columbia River Highway

Gentlemen:

The current status of the work and percentage of work completed through the week ending July 17, 1971, is summarized as follows:

1. Instrumentation Observations Inasmuch as previous observations of the Slope Indicators have not indicated movement, the period between observations of both the slope indicators and observation wells have been increased. The next observations will be made late this week or early the following week.

2. Seismic Refraction Survey A complete and final report of the seismic refraction survey will be completed by August 15, 1971, for inclusion in our final report.

3. Geologic Reconnaissance Field geology for Part 3 of the Agreement (alternate routes Sta. 55+00 to 226+50) is 90 percent completed. Office studies to evaluate the routes has recently been initiated.

4. Laboratory tests are 75 to 80 percent complete (includes samples for offshore embankment). As soon as all test results are on hand, work to finalize all portions of the work will be started.

Very truly yours,
SHANNON & WILSON, INC.

by Walt L. Wright
Walter L. Wright, P.E.

orig to Young 7-21-71

RECEIVED
JUL 2 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WLW/cam

RECEIVED
JUN 29 1971
FOR FILING

Salem, Oregon
June 28, 1971

MEMO TO THE FILES

RE: Fern Hill Landslide
Consultant's Report

F8121(4)
7631

Mr. Walt Wright of Shannon and Wilson gave a preliminary report to the Highway Division June 23, 1971 from their recent study of the Fern Hill Landslide, Clatsop County. In accordance with our wishes, he advised us about any recommended slide correction work that could be contracted and completed within the remainder of this construction season. His formal progress report is forthcoming.

Mr. Wright reported that the earth movement had stopped more than a month prior to the placement of their slope indicator devices. The sliding surface was identified by soils samples and other boring data such as penetration tests. He classified this one-mile section as "infinite slope" type of slide; that is, the failure surface is parallel with the ground surface. The slope of the slip plane is 12° to 15° and correlates with the coefficient of friction of the soil.

Three corrections were discussed by Mr. Wright. They included plans for drainage, unloading, or a rock buttress. The first possible scheme was to dewater the slide with a 50 to 100-foot deep drainage trench parallel to the highway that would reach to the undisturbed shales. The trench would be backfilled with permeable sand. Mr. Wright recommended against drainage plans because of the overall low permeability of the soil.

The second correction was unloading. Since the soil strength is a direct function of the coefficient of friction and the failure surface is approximately equal to the friction angle, removing weight from the slide surface would have very little influence on slope stability. He explained that one section does lend itself to unloading which is the same area that was unloaded last winter. Because the failure surface is flat in the lower one-half of this slide, Mr. Wright recommended further unloading now.

Finally, he proposed a massive rock buttress one mile long as the ultimate solution to stabilize the entire slide area. The inlay would be built riverward from the Burlington Northern Railroad. The rock would be founded on firm sandstone and shales. The buttress cross section would be up to 60 feet thick and 100 feet wide. A cost of $5,000,000 was estimated for this work.

Surface drainage and planting were discussed. Effort should be made to re-establish a forest cover on the cleared land when the slopes are stabilized.

NOTED
TOM EDWARDS

Memo to the Files
June 28, 1971
Page 2

A viaduct location across the slide was discussed. Mr. Wright believed that bridge piers could be located in the slide mass with a pier design that would resist the lateral sliding forces. With depths of more than 50 feet to the undisturbed shales and construction of cribbing in an active slide, this plan would be costly.

The slide area could best be avoided with an alignment of both the highway and the railroad embankments toward the Columbia River. A granular fill, such as hydraulic sand fill, could be placed without special foundation treatment. The slide would not influence the new alignment but would continue to adjust against the proposed fill.

This week, the consultants will begin soils studies of the various route locations to Tongue Point.

In conclusion, Mr. Wright recommended further unloading of the area which was excavated last winter. This would amount to 200,000 cubic yards of waste excavation. Alignment toward Tongue Point will influence their decision for final correction.

Edgar L. Johnsen
Edgar L. Johnsen
Special Studies and Chief Cost Engineer

ELJ:fw
Attach.
cc: Tom Edwards
A. E. Johnson
F. B. Klaboe
F. D. Morgan
R. D. Asburry
W. H. Tebeau

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ATTENDING JUNE 23, 1971 MEETING IN SHANNON & WILSON'S CONFERENCE ROOM, 1632 S.W. MORRISON ST., PORTLAND, OREGON, WERE:

Walt Wright	Shannon & Wilson
Pat Kelly	Shannon & Wilson
Frank Utano	Shannon & Wilson
A. E. Johnson	Oregon Highway Division
F. B. Klaboe	Oregon Highway Division
W. H. Tebeau	Oregon Highway Division
R. D. Asburry	Oregon Highway Division
G. W. Wimer	Oregon Highway Division
Robert Royer	Oregon Highway Division
Edgar L. Johnsen	Oregon Highway Division

RECEIVED
JUN 2[illegible] 1971
FOR FILING

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

Inv. 544

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE • PORTLAND • BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

June 18, 1971

F-121(4)

IN ACCOUNT WITH:

7631

Oregon State Highway Department
East Salem Hwy Building
Salem, Oregon

Attention: Mr. F. B. Klaboe

FOR PROFESSIONAL SERVICES:

Contract dated 4/8/71 Max Agreed Fee $139,225.00

Actual Salaries		$4672.04
Associated direct costs	Payroll x 20.7%	967.11
Indirect costs	Payroll x 124.3%	5807.35
Subcontract Costs		21,916.98
Lump Sum Fee: Percent of costs to lump sum fee 28.99% (April adjustment)		2189.02
Reimbursable Expense		1880.33
		$37,432.83
	Less 10% retention	3,743.28
	Pay this amount	$33,689.55

Progress Invoice
This period from 5/2/71 - 5/29/71

Job Reference:
Subsurface Investigation and Study: Columbia River Highway, Tongue Point, Oregon

Breakdown of above attached:

6-28-71
REFERRED TO
w/ encs.
BY ASST. STATE HWY. ENGR.

NOTE
F. B. KLABOE

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

Invoice 544
Page 2

June 18, 1971

IN ACCOUNT WITH: Oregon State Highway Department

FOR PROFESSIONAL SERVICES:

Breakdown of Labor:

Principals	W.L. Wright	62 hrs	@ 12.50	=775.00
	S. Wilson	2 "	@ 14.4231	= 28.85
	S. Schwarz	11 "	@ 10.5769	=116.35
Principal Engineers & Geologists	R. J. Deacon	99 hrs	@ 8.24	=815.76
Project Engineers & Geologists	K. F. Fujitani	86½ "	@ 7.9231	=685.35
Senior Engineers & Geologists	R. Kenly, Jr.	13 "	@ 5.1990	= 67.59
Engineers, Geologists & Senior Technicians	P. Kelly	105½ "	@ 6.5630	=692.42
	C. Ringstad	52½ "	@ 4.9038	=257.45
	D. Kellum	129 "	@ 5.00	=645.00
	" "	7½ O.T	@ 7.50	= 56.25
Technicians	R. Ballweber	62½ hrs	@ 3.8054	=237.84
	" "	1 O.T.	@ 5.7081	= 5.71
	S. Farooqui	32 hrs	@ 4.0385	=129.24
	" "	1 O.T.	@ 6.0577	= 6.06
	R. Broeske	2. hrs	@ 4.00	= 8.00
	S. Hunter	6 "	@ 3.2766	= 19.66
	C. MacKenzie	37½ "	@ 2.8530	=106.99
Clerical	G. Gehrke	5½ hrs	@ 2.9727	= 16.35
	F. Willis	½ "	@ 4.3391	= 2.17
	Totals	716 hours		$4672.04

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

June 18, 1971

IN ACCOUNT WITH: Oregon State Highway Department

FOR PROFESSIONAL SERVICES:

Breakdown of the following charges:

Subcontract Costs:

General Construction Co.	4585.40	
Soil Sampling Service Inc.	16,937.83	
Boat and Operator	393.75	21,916.98

Reimbursable Expense:

Slope Indicator	328.90	
Reproduction	47.55	
Car Rental	280.92	
Firm and Processing	16.25	
L.D. telephone	110.85	
Travel	904.76	
Astro Packs	191.10	1,880.33

0-586

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
[illegible] WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE - PORTLAND - BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

JUN 15 1971

F-121(4)
7631

June 11, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. F. B. Klaboe

Re: Monthly Progress Report
Fern Hill Slide
Fern Hill-Burnside Section
Columbia River Highway

Gentlemen:

The current status of the work and percentage of work completed through the week ending June 12, 1971, is summarized as follows:

1. Borings: Drilling of land borings was started on April 19, 1971, and completed on May 17, 1971. Fourteen land borings were completed having a total drilled footage (not counting supplemental adjacent borings for instrumentation) of about 1100 lineal feet.

Mobilization of equipment for over water borings was started on May 17, 1971, with the actual drilling started on May 18, 1971. The five offshore borings were completed May 21, 1971, with about 250 lineal feet of offshore borings drilled.

2. Instrumentation: The installation of all instrumentation has been completed. Seventeen piezometers were installed at thirteen land boring locations. A total of 470 feet of Slope Indicator casing has been installed at seven boring locations, (five land boring locations and two offshore boring locations).

3. Seismic Refraction Survey: Office studies on the seismic refraction survey is presently underway in finalizing preliminary data based on the correlations with the findings of the borings. It is estimated that the final work on the refraction survey is 75 percent completed.

copies 6-14-71

REFERRED TO
Simpson - Young - Asbury - Hall
By Asst. State Hwy. Engr

NOTE
F. B. KLABOE

4. Geologic Reconnaissance: Field geology for Parts 1 and 2 of the Agreement are now complete. Field geology for Part 3 of the Agreement (alternate routes Sta. 55+00 to 226+50) has not been initiated at this time.

5. Laboratory Tests: Laboratory tests to date have been limited to visual classification of all penetration samples and some of the tube samples. Routine classification tests such as water content and Atterberg limit determinations are also being performed.

6. Interim Report: As outlined in the Agreement, work is underway to complete an interim report on the findings for Parts 1 and 2. It is estimated that work on the interim report is 60 percent complete and should be completed within the next two weeks.

Very truly yours,

SHANNON & WILSON, INC.

by
WALTER L. WRIGHT, P.E.

WLW:fl

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 2[illegible] 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

East Salem Highway Building..........Salem, OR....97310

F-121(4)
7631

May 20, 1971

Shannon & Wilson, Inc.
1632 S W Morrison St.
Portland, OR 97205

ATTENTION: Bob Deacon

Gentlemen:

SUBJECT: Fernhill Slide, Oregon Coast Highway

Our photogrammetric section has recently completed machine plot of the cross section from station 208+00 to 270+00 based on March 17, 1971 aerial photography.

Copies of these cross sections involving two rolls together with the mapping manuscript and machine print outs are being forwarded to you in case they would be of value in your study.

It should be noted that in the areas where the manuscript shows trees and ground cover, the cross sections are not reliable, but are only an approximation. It is further noted that these cross sections are also on a 1" = 20' vertical and 1" = 20' horizontal scale.

R. D. Asburry
REGIONAL ENGINEER

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

by

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm

cc Klaboe ✓
Johnson
Morgan
Weber-The only other set of this data furnished this office is being forwarded to you for your use.

RECEIVED
MAY 24 1971
FOR FILING

Stanley D. Wilson, P. E.
Earl [illegible] Sibley, P. E.
Walter L. Wright, P. E.
Rudy J. Dietrich, P. E.

SHANNON & WILSON, [illegible]C.
Soil Mechanics and Foundation Engineers
SEATTLE - PORTLAND - BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

F-121(4)
76-31

May 19, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Proposed Subsurface Investigation
and Study, Columbia River Highway
Tongue Point, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in the Contract Agreement dated 8th of April 1971, it is the intent of the Consultant to employ the following personnel of our staff at the indicated hourly rate in addition to those listed in our letter of April 13 and May 3, 1971.

Title	Name	Hourly Rate
Technician	Saleem M. Farooqui	4.0385 *

The following employees have had a change in their hourly rate of pay.

Title	Name	Date of Change	Hourly Rate
Engineers, Geologists, & Senior Technicians	Clyde Ringstad	4/12/71	4.9038
Technician	Gregory Both	4/12/71	3.5000 *

* Note: These individuals are paid overtime at the rate of 1.5 times the base hourly rate and double time for holidays.

We hope this information will be sufficient for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,
SHANNON & WILSON, INC.

by
WALTER L. WRIGHT, P.E.

5-21-71

RECEIVED
MAY 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WLW:fl

Approved 5/21/71
F B Klaboe

REFERRED TO
Stoy - Asbury - Young

RECEIVED
MAY [illegible] 1971
FOR FILING

[illegible]
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Walter L. Wright, P. E.
[illegible] P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

Job 0-586

May 19, 1971

IN ACCOUNT WITH:

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 98310

Attention: Mr. F. B. Klaboe

FOR PROFESSIONAL SERVICES:

Agreement dated 4/8/71, Authorized Fee $139,225.00
Subsurface Investigation & Study, Columbia River Highway,
Tongue Point, Oregon

Actual Salaries	$4344.86
Payroll Associated Direct Costs: Payroll x 20.7%	899.39
Indirect Costs: Payroll x 124.3%	5400.66
Subcontract Costs:	629.50
Lump Sum Fee: 10% of Salaries, Payroll Assoc Direct Costs and Subcontract Costs	1127.44
Reimbursable Costs:	1503.90
	13,905.75
Less 10% Retention Fee	1,390.58
Total due this invoice	$12,515.17

Breakdown of Above Items Attached.

Progress Invoice

5-21-71
REFERRED TO Shorg
By Asst. State Hwy. Engr.

RECEIVED
MAY 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

WILLIAM L. SHA
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

IN ACCOUNT WITH: Oregon State Highway Department

Page 2, Invoice 537, 5/19/71

FOR PROFESSIONAL SERVICES:

Breakdown of Actual Salaries

Principals				
	Walter L. Wright	62 hours @ $12.50/hr	775.00	
	Sigmund Schwarz	65 " @ 10.5769/hr	687.50	
Principal Engineers & Geologists				
	R. J. Deacon	59½ hours @ 8.24/hr	490.28	
Project Engineers				
	Kiyoshi F. Fujitani	23½ hours @ 7.9231/hr	186.19	
Engineers, Geologists & Sr. Technicians				
	Donald F. Kellum	56 hours @ 5.00/hr	280.00	
	Patrick Kelly	107½ " @ 6.5630/hr	705.52	
	Clyde Ringstad	95 " @ 4.3846/hr	416.54	
Technicians				
	Richard Ballweber	½ hour @ 3.8054/hr	1.90	
	Carole MacKenzie	6½ " @ 2.8530/hr	18.54	
	Terrance Kelly	64 " @ 3.75/hr	240.00	
	" "	19½ " @ 5.625/hr	109.69	OT
	Ralph Broeske	68 " @ 4.00/hr	272.00	
	" "	25½ " @ 6.00/hr	153.00	OT
Clerical				
	Maxine Wolford	1 hour @ 2.7457/hr	2.75	
	Gladys L. Gehrke	2 " @ 2.9727/hr	5.95	
		Total Salaries	$4344.86	

The above is a true and accurate list of employees, hours and rate of pay for our invoice dated 5/19/71, our job number 0-586.

Walt L Wright
Walter L. Wright, P.E.

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

IN ACCOUNT WITH: Oregon State Highway Department

Page 3, Invoice 537, 5/19/71

FOR PROFESSIONAL SERVICES:

Breakdown of Reimbursable Costs

Equipment Rental:
Jack Test Equipment (Geophysical Equipment)

1. Seismograph (Multi Channel)

A. Standard Refraction	6 days	@ 70.00/day	420.00
B. Over Water Refraction	3 "	@ 200.00/day	600.00

Miscellaneous Reimbursable Costs

L. D. Telephone	65.19	
National Car Rental	53,46	
Hertz Systems Inc.	88.16	
Reproduction & Prints	29.37	
Shipping Costs (Samples)	2.60	
Truck 529 miles x 12¢/mile	63.48	
Travel	115.24	
Subsistence	48.80	
Misc. Supplies	17.60	
		483.90
		$1,503.90

RECEIVED
MAY [illegible] 1971
FOR FILING

38-1403

OREGON STATE
HIGHWAY DIVISION

E. Salem Highway Building, Salem, Oregon 97310

F-121(1)
71-31

May 18, 1971

Shannon & Wilson, Inc.
1632 S.W. Morrison St.
Portland, Oregon 97205

Attention: Robert J. Deacon

Gentlemen:

Delivered by messenger with this letter are the following data with respect to the FernHill Slide:

2 prints 1967 (1"=100') detail map

2 printed rolls, cross-sections, station 210 to 244

2 printed rolls, cross-sections, station 245 to 277+50

These cross-sections are at 50' intervals on a 1"=20' horizontal by 1"=20' vertical scale.

Three different cross-sections are superimposed; the original ground, the 1969 construction, and the 1970 construction.

The above data should complete all of the requests in your April 16, 1971 letter except the groundwater and slope indicator information. This should be available late next week.

RECEIVED
MAY 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
cc: A. E. Johnson
F. B. Klaboe ✓
F. D. Morgan
Loren Weber - Two prints of the cross-sections given Shannon and Wilson are attached for your use and review. Also returned is the original of the detail map and 5 rolls of cross-sections

RECEIVED
MAY 17 1971
FOR FILING

F-121(4)
763 R

William L. Shannon, P. E.
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Walter L. Wright, P. E.
[illegible] Dietrich, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME
1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

0-586

May 14, 1971

orig to Young
copy to Simpson
5-17-71

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. F. B. Klaboe

Re: Monthly Progress Report
Fern Hill Slide
Fern Hill-Burnside Section
Lower Columbia River Highway

Gentlemen:

In accordance with the Agreement between the State of Oregon and Shannon & Wilson, Inc., dated April 8, 1971, field work for the above-referenced work was started on April 19, 1971. The current status of the work and percentage of work completed through the week ending May 8, 1971, is summarized as follows:

1. Borings (Land). Drilling of the land borings was started on April 19, 1971. As of the above-indicated date, ten borings have been completed representing 838 lineal feet out of the programmed 1068 feet, or 80 percent, completed. It is presently estimated that completion of the land boring work will be accomplished about May 17, 1971.

2. Instrumentation (Land). Concurrently with the drilling of the borings, instrumentation consisting of piezometers and slope indicator casing are being installed at selected boring locations. Twelve piezometers have been installed in nine borings representing about 70 percent completion of this work. Slope indicator casing having a total footage of 220 feet has been installed in three out of six land borings programmed for the casing. This represents about 50 percent completion.

3. Seismic Refraction Survey. Field work for the seismic work, both land and over water was started on April 20, 1971, and on April 28, 1971. Approximately 5500 feet of refraction survey were accomplished on land and approximately 5200 feet of survey were accomplished over water. Office work is currently underway in reducing the field data and preparing velocity profiles. It is estimated that this work is 50 percent completed.

4. Geologic Reconnaissance. Field geology for Parts 1 and 2 of the Agreement has been started and is presently estimated to

NOTE
F. B. KLABOE

be about 50 percent completed.

5. Laboratory Tests. At the present time, laboratory tests have been limited to a visual examination of all standard penetration samples and to water content determinations. This work is progressing as samples are received from the field. Atterberg limit determinations are being initiated and will be programmed as logs of the borings are developed. Programs for other laboratory tests to define strength and consolidation properties of the subsurface materials will be developed and initiated as soon as the test boring, seismic refraction and instrumentation data are correlated.

6. Over Water Borings. Mobilization for over water borings is scheduled to commence on May 18, 1971, and the equipment moved by water to the site for work the following morning.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L Wright
Walter L. Wright, P.E.

RJD:WLM:gg

RECEIVED
MAY 14 1971
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

East Salem Highway Building..........Salem, OR....97310

F-121(41)

7631

May 11, 1971

Shannon & Wilson, Inc.
1632 S W Morrison St.
Portland, OR 97205

ATTENTION: Robert J. Deacon

Gentlemen:

SUBJECT: Fernhill Slide, Fernhill-Burnside Section, Lower Columbia River Highway

Under separate cover we are mailing you this date one group of aerial photographs, which you requested as item #7 in your letter of April 16, 1971. These photos were taken on April 26, 1971.

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RDA/hkm

Attach.

cc Klaboe ✓
Tebeau
Wills
Weber

RECEIVED
MAY 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1971
FOR FILING

F-121(4)
7631

Stanley D. Wilson, P. E.
[illegible] Sibley, P. E.
Walter L. Wright, P. E.
[illegible] Dietrich, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 · (503) 223-6147

May 3, 1971

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Proposed Subsurface Investigation
and Study, Columbia River Highway
Tongue Point, Oregon

Gentlemen:

In the process of accomplishing the scope of work outlined in the Contract Agreement dated 8th April 1971, it is the intent of the Consultant to employ the following personnel of our staff at the indicated hourly rate in addition to those listed in our letter of April 13, 1971.

Title	Name	Hourly Rate
Technician	Terrance E. Kelly	$3.75 *
	Ralph W. Broeske	4.00 *

* Note: These individuals are paid overtime at the rate of 1.5 the basic hourly rate and double time for holiday time.

We trust this information will be sufficient for your accounting needs, but if you have any questions please contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by Walt L. Wright
Walter L. Wright, P.E.

WLW:fl

Approved 5/14/71
F B Klaboe
Asst. State Hwy. Engr.

5-14-71

REFERRED TO
Skoog - Asbury
By Asst. State Hwy. Engr.

RECEIVED
MAY [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 197
FOR FILING
1859
F-121(4)
7637

**OREGON STATE
HIGHWAY DIVISION**

E. Salem Highway Building, Salem, Oregon 97310

April 29, 1971

Shannon & Wilson
1632 S.W. Morrison St.
Portland, Oregon 97205

Attention: Robert J. Deacon

Gentlemen:

FernHill Slide
FernHill-Burnside Section
Columbia River Highway

Per your request by a letter dated April 16, 1971, we are delivering to you by special messenger the following data:

(Item #1 per your letter)
1 print of our detail map of the FernHill-Burnside Unit showing the original plan topography from Sta. 210+00 to Sta. 340+00. The plan of topography shown on this map is not very wide and may not cover all the area you desire but it is all we have except some uncontrolled aerial mapping.

(Item #9 per your letter)
6 copies of the air photo mosaic dated March, 1971.

(Item #10 per your letter)
3 copies of the map, Astoria-East, Recon. Map, part 2 of 2, photogrammetrically compiled November, 1961. These copies are the scale of 1 inch equals 200 feet rather than 1 inch equals 400 feet as you requested but hope they will suffice.

Also included the following data not requested in your letter:
2 prints of aerial topog map, scale 1" = 50' with 2 foot contour interval from Sta. 201+00 to Sta. 274+00. This data was taken from a flight made in March, 1971 and should depict the condition in which the area was left after our contractor was through working this area this past winter.

1 copy of a supplemental permit of entry allowing for seismic work on the Thalls property.

1 copy of a supplemental permit of entry permitting seismic work on the Mohr property.

We are presently working on the remainder of the data requested in the above mentioned letter. As soon as it is completed, we will deliver to you.

Very truly yours,

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RDA/jc

Attachs.

cc: F. B. Klaboe ✓
W. H. Tebeau
George Wills
Loren Weber

RECEIVED
APR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

38-1403

RECEIVED
MAY 3 - 1971

OREGON STATE
HIGHWAY DIVISION

E. Salem Highway Building, Salem, Oregon 97310

F-121(4)
7631

April 28, 1971

Shannon & Wilson, Inc.
1632 S.W. Morrison St.
Portland, Oregon 97205

NOTED
F.B. KLABOE

Attention: Robert J. Deacon

Gentlemen:

Permit of Entry
FernHill Slide

Attached is written permission from Bonneville Power Administration to utilize their road system in conjunction with your field work. This permission is subject to our securing the permission of the underlying fee owner. It is understood that you will only utilize that portion of the Bonneville road system on which we already have written permission from the fee owners.

The only exception might be should you subsequently want access via Claremont Road. If you do, we would need Ed Hansen's permission. We have it verbally. We will not secure the written form unless you want to cross the Hansen property.

Very truly yours,

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
cc: F. B. Klaboe ✓
A. E. Johnson
F. D. Morgan
Virgil Wilson
Loren Weber

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1971

FOR FILING

F-121(4)
7631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1971

SUBJECT: Vibration Study of Groves Poultry
Farm Buildings
Fern Hill-Burnside
Lower Columbia River Highway
Clatsop County

To: F. W. Yarbrough
Soils & Geology Engineer
OFFICE

At the request of William R. Fretwell, Region 2 Geologist, the above study was recently completed. The results of the study indicate that:

1. More energy reaches the building foundations from the compressor for the refrigeration room than from the truck traffic.

2. The vibration reaching the building foundations from the truck traffic and compressor combined is far below any value necessary to initiate damages, ER≃.00002 to .0003. (An ER, Energy Ratio, of 5 is required to cause damage.)

3. The vibration from the vibratory roller was probably still too low to initiate or increase pre-existing damage.

It is to be noted that the vibration measurements included one quiet period, two periods with just the compressor running, three periods with a loaded logging truck, one with a loaded lumber truck, and one with a tanker truck loaded.

William P. Milne
William P. Milne
Geologist

John F. Demezas
John F. Demezas
Geologist

WPM:af

cc: L. H. Young Att: W. H. Tebeau ✓
R. D. Asburry
W. K. Charlesworth
Loren Weber
W. R. Fretwell

SP*52479-734

NOTED
W. H. TEBEAU

RECEIVED
APR 26 1971

FOR FILING
Maint
Gr
ER

April 22, 1971

Sp

Fern Hill

Mr. H. F. Moy
Regional Manager - Engineering
Burlington Northern
1101 N. W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Moy:

Pursuant to our meeting on February 2, we did retain Shannon and Wilson to make a thorough study of the area between Fern Hill and Astoria to provide a basis for future course of action in this area.

The Federal Highway Administration had some reservations concerning the contract, which took a little time to work out. However, it has now been approved both by the Federal Highway Administration and the State Highway Commission. It is on the agenda for confirmation at the May 4 Commission Meeting and very shortly thereafter we will forward you conformed copies of the contract.

We hope the work can proceed expeditiously.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
A. E. Johnson (enc.)
Victor D. Wolfe

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

April 20, 1971

Mr. R. L. Porter, State Highway Engr.
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. S. Edwards
Deputy State Highway Engineer

Gentlemen:

Reference is made to a meeting held in your office, February 2, 1971, with members of your staff, Mr. Wright of Shannon and Wilson and Mr. Johnson and myself representing the Burlington Northern, covering the slide conditions on the Astoria Line of the Burlington Northern, adjacent to the Oregon State Highway Department immediately north of Astoria at Fernhill.

To date, we have heard nothing further from your office or Shannon and Wilson as to what action is being taken after the above mentioned meeting. I assume you have awarded a contract to Shannon and Wilson to proceed with the work that was outlined at that meeting.

I would appreciate being advised as to the status of this entire project and also being kept informed as to what is being planned in the near future on any construction you contemplate in the immediate area.

Very truly yours,

H. F. Moy
Regional Manager Engineering

HFM:pae

RECEIVED
APR 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

38-1403

RECEIVED
FORM E-30
MAY 4 - 1971
FOR FIL

F-121(4)

7631

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
April 19, 1971

To: Loren Weber
RESIDENT ENGINEER

SUBJECT: Burlington Northern R/W
FernHill Slide

Guy LaSalle told me verbally this date that there is no objection to the exploration work being performed by Shannon & Wilson. However, to refine the details of the seismic blasting in the vicinity of their tracks, Bob Deacon and I agreed and it was arranged with LaSalle that he would have a representative to meet Pat Kelly and Clyde Ringstad of Shannon & Wilson--this meeting to be at 11:00 a.m. Tuesday, April 20 at the Fornas House. The blasting in the vicinity of the railroad tracks will be postponed until Wednesday.

R. D. Asburry
REGIONAL ENGINEER

by

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: A. E. Johnson ✓
F. D. Morgan
T. W. Litchfield

RECEIVED
APR 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 1 - 1971

4-1003

**OREGON STATE
HIGHWAY DIVISION**

E. Salem Highway Building, Salem, Oregon 97310

F-121(4)

7631

April 15, 1971

Shannon & Wilson, Inc.
1632 S.W. Morrison St.
Portland, Oregon 97205

NOTED
A. E. JOHNSON

Attention: Robert J. Deacon

Gentlemen:

FernHill Slide
Columbia River Highway

Attached is a permit from the State Division of Lands. This permit together with those sent you April 6 comprises all of the permits that we were to secure for you except from Bonneville. Bonneville has given verbal permission. Their permit will follow. Your Pat Kelly has promised to make certain that a Bonneville representative is present when seismic work is done adjacent to any Bonneville line. This is to be done by contacting William "Bud" Neuschwanger, Portland telephone 234-3361, ext. 4566.

Both E. A. Thalls and S. Mohr have again been contacted and have verbally confirmed that seismic exploration may be performed on their lands. Their earlier permits will be expanded to include this seismic work. When their written confirmation has been received, you will be given a copy, but in the interim you may proceed.

It is understood that if you desire any seismic work below water you will make your own arrangements for permission. To some extent you have already done this by your April 13 letter to the State Division of Lands. Should there be any other permits necessary that you need our assistance in securing, please advise.

Very truly yours,

R. D. Asburry
REGIONAL ENGINEER

by Gerald Wimer

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe, A. E.
Johnson, F. D. Morgan
V. Wilson, L. Weber

RECEIVED
APR 14 1971

F-121(4)
7681

April 13, 1971

Mr. Walter L. Wright, P. E.
Shannon & Wilson
1632 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. Wright:

Re: Subsurface Investigation and Study
Columbia River Highway
Tongue Point, Oregon

Ambiguous wording has been noted and corrected on our copies of the agreement covering the subject work.

Will you please correct your copy as noted on the attached copy of page 2.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachment

cc: R. E. Simpson, FHWA (w/att.)
R. L. Porter
Tom Edwards
A. E. Johnson
Floyd Query
L. H. Young
R. E. Royer

RWE:la srb

I. The CONSULTANT agrees to perform the following work items:

Part 1. A subsurface investigation will be made of the active landslide, located between approximately Sta. 208 to Sta. 270 (Line 5), in the Fernhill-Burnside section of the Columbia River Highway (US30, see exhibit A). The subsurface investigation will include the necessary borings, seismic refraction surveys, slope indicators (including the installation of the casing, piezometers, other field instrumentation and recording instrumentation data), field and/or laboratory tests, geologic studies and engineering studies required to analyze various alternatives for stabilization of the active landslide. Recommendations will be prepared for the various measures for stabilization and evaluations will be made of the degree of effectiveness of each with respect to the long term performance of the highway and the railroad, as presently existing or planned. An interim report will be prepared in two copies as soon as practical after definitive field information is available, including tentative corrective measures, approximately eight weeks after authorization to proceed.

Part 2. In addition, a subsurface investigation will be made for an embankment in the Columbia River at or near the toe of the active landslide, which will be designed to carry the track of the Burlington-Northern railroad and, possibly, the highway between Sta. 208 to Sta. 270. The investigation will include borings, seismic refraction surveys, slope indicators, field and/or laboratory tests and engineering studies. The engineering studies will include stability analyses of the embankment section as well as the design of slope protection. The engineering studies will also consider that the embankment could be, in part, a measure for stabilization of the active landslide (Part 1). On the basis of the field, laboratory and office studies, recommendations will be prepared for the design and construction of the

0-586

WILLIAM L. SHANNON, P. E.
STANLEY D. WILSON, P. E.
EARL A. SIBLEY, P. E.
WALTER L. WRIGHT, P. E.
RUDY J. DIETRICH, P. E.

SHANNON & WILSON, INC.
SOIL MECHANICS AND FOUNDATION ENGINEERS
SEATTLE · PORTLAND · BURLINGAME

1632 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

REC
APR 14 1971
FOR

F-121(4)
763)

April 13, 1971

copies 4-14-71

REFERRED TO Asbury
~~Skog -~~
By Asst. State Hwy. Engr

Oregon State Highway Department
Highway Building
Salem, Oregon 97130

Attention: Mr. F. B. Klaboe
Asst. State Hwy Engineer

Re: Fern Hill Slide
Fern Hill-Burnside Section
Lower Columbia River Highway

Gentlemen:

In the process of accomplishing the scope of work outlined in the Agreement dated April 8, 1971, it is the intent of the Consultant to employ the following personnel at the indicated hourly rate:

TITLE	NAME	ACTUAL SALARIES (Hourly Rate)
Principals	Walter L. Wright	12.50
	L. Keith Bestwick	10.5769
	Raymond Miller	10.5769
	Sigmund D. Schwarz	10.5769
	William L. Shannon	14.4231
	Earl A. Sibley	12.50
	Stanley D. Wilson	14.4231
	Rudy J. Dietrich	12.50
Principal Engineers & Geologists	R. J. Deacon	8.24
	Allen S. Cary	10.7240
	David E. Hilts	8.2875
	Leland B. Jones	10.1830
	James H. McLerran	8.0320
	Frank L. Russell	8.4250
	George Yamane	8.7365
Project Engineers & Geologists	Boyd O. Bush	8.00
	Herman H. Druebert	7.9379
	Thomas E. Kirkland	7.7884

NOTED
F. B. KLABOE

Project Engineers & Geologists Continued	Lloyd E. Root	8.1370	
	E. Douglas Schwantes	7.8880	
	Kiyoshi F. Fujitani	7.9231	
	Ronald J. Salley	8.046	
Senior Engineers & Geologists	Fred Brown, Jr.	7.1889	
	John H. Hughes	5.4418	
	Robert G. Kenly, Jr.	5.1990	
	John M. Musser, Jr.	5.1990	
	Milton J. Novak	5.2105	
	Terry L. Olmsted	5.7413	
	Robert J. Strazer	7.2389	
Engineers, Geologists & Senior Technicians	Lawrence F. Baum	5.00	*
	Donald F. Kellum	5.00	*
	Rohn D. Abbott	6.0908	
	Atef A. Azzam	5.4918	
	Dean Barber	4.0962	
	Joseph Connolly	4.8927	
	John C. Crowser	5.2923	
	Peter Douglass	6.6307	
	Thomas C. Kinney	6.6399	
	Mark T. Mitchell	6.2403	
	Michael J. Paulus	5.3418	
	Clyde A. Ringstad	4.3846	
	Fred H. Tuttle	4.8428	
	Patrick B. Kelly	6.5630	
	P. Erik Mikkelsen	6.286	
	Robert D. Perry	5.093	
Technicians	Craig A. Bestwick	2.7500	*
	Gregory T. Both	3.2766	*
	Edna L. Cary	4.3135	*
	Nancy Cutting	2.5205	*
	Barbara E. Dahn	3.6759	*
	Webster Josten	4.9014	*
	Marilyn J. Landis	2.7831	*
	Fred E. Nygren	4.7427	*
	John C. Shane	2.5205	*
	Richard Williams	4.4971	*
	Richard R. Ballweber	3.8054	*

0-586

Technicians continued from Page 2	Carole A. MacKenzie	2.8530	*
	Stephen E. Hunter	3.2766	*
	Peter L. Rusch	5.093	
	Geoffrey M. Kunst	4.122	*
Clerical	Willa R. Beeman	2.7629	*
	A. G. Black	3.2475	*
	P. Jean Boucher	5.7115	*
	Helen W. Cutting	3.1990	*
	James D. German	6.7341	
	Barbara L. Laney	3.7019	*
	Marion A. Lesher	4.4394	*
	Lee Ann Mjelde	2.7918	*
	Eloise O. Neal	2.5913	*
	Patricia A. Rao	3.7500	*
	Mary W. Rendall	7.7384	
	Clifford L. Smith	2.9375	*
	Jean L. Wilson	2.2846	*
	Maxine C. Wolford	2.7457	*
	Fae Lou Willis	4.3391	*
	Gladys L. Gehrke	2.9727	*
	Wanda J. Kopp	3.768	*
	Jan Shepherd	3.827	*

* Note: These individuals are paid overtime at the rate of 1.5 times the base hourly rate.

Fees for the services of the aforementioned professional, technical and clerical personnel are based on the time expended on the project.

We hope this information will be sufficient for your needs, but if you have any questions please feel free to contact us at your convenience.

Very truly yours,

SHANNON & WILSON, INC.

by

WALTER L. WRIGHT, P.E.

WLW:fl

RECEIVED
APR 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1971

FOR FILING

F-121(4)
7631

April 9, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4218

Mr. Walter L. Wright, P.E.
Shannon & Wilson, Inc.
1632 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. Wright:

Re: Subsurface Investigation and Study
Columbia River Highway, Tongue Point,
Oregon

Enclosed for your files is a fully executed copy of the agreement covering the subject work.

This confirms our verbal approval this date for you to proceed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
R. D. Asburry
Loren Weber
W. H. Tebeau
R. E. Royer

RWE:la srb

RECEIVED
JUL 1971
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 9, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

MISC. CONTRACTS and AGREEMENTS No. 4218

AGENDA
MAY 4 1971
4 f

SUBJECT: Oregon Project F-121(3)
Tongue Point - Fern Hill Section
Consultant Agreement with Shannon & Wilson

The executed consultant agreement between the State and the engineering firm of Shannon and Wilson for a detailed soils study along the subject project has been reviewed as transmitted with Mr. Klaboe's April 8 letter and is hereby approved effective April 9.

REFERRED TO Johnson
Young - Geary - Strong
Asbury - Hall
Rogers.

Note to Fran:
Hold the memo
of this back
from O.S.

NOTED
TOM EDWARDS

RECEIVED
APR 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Fran

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 8, 1971

Oregon State Highway Commission

Gentlemen:

The section in the vicinity of the John Day River on the Lower Columbia River Highway has been the area of major slide problems. As you know, the section from just east of the John Day River to Tongue Point is on the current construction schedule.

So that an optimum location can be developed, it is desirable to have a thorough soils survey and recommendation from an expert in this field. There are environmental problems present and a study by an independent firm is almost imperative.

An agreement has been prepared by this agency with Shannon & Wilson, Inc., to do the necessary work for an estimated cost of $140,000. The matter is eligible for Federal-aid and has been approved by the Federal Highway Administration.

Fran

On this date, Chairman Jackson verbally approved this matter and authorized the Secretary to sign the agreement on behalf of the Commission. It will be on the agenda for the May 4 meeting for confirmation.

Very truly yours,

R L Porter

R. L. Porter
State Highway Engineer

4-8
Ellison took 3
Copies to Query
for signature

RLP:fm

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. E. Johnson
L. H. Young
V. E. Skoog
F. D. Morgan
R. D. Asburry

NOTED
FLOYD QUERY

RECEIVED
APR 9 1971

FOR FILING

F-121(4)
7631

April 8, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon Project F-121(3), Fern Hill-Burnside Section
Proposed Consultant Agreement

Following are comments on the ten points contained in your letter of March 31 relative to the consultant agreement with Shannon and Wilson, Inc.:

1. You will note the detailed breakdown of payroll-associated and indirect costs is included in the agreement.
2. Phase B of the agreement has been eliminated and the work which was outlined as Phase B will be negotiated as a separate agreement at a later date when costs can be determined.
3. A sketch map indicating the locations which the Consultant is to investigate has been included in the agreement as Exhibit A.
4. Under Section II, paragraph 6, the State will provide to the Consultant the necessary data regarding alignment, grade, fill height anticipated, and highway and railroad width requirements.
5. The wording regarding additional fixed fee has been removed from Section I, Part 3, and clarified in Section IV, wherein it is stated, "This maximum amount shall be adjusted should STATE materially change the scope or character of the work to be performed. In the event of said adjustment, it shall include an adjustment in all fees. The amount of any adjustment shall be the subject of a supplementary contract negotiated between STATE and CONSULTANT."

6. The wording of Section I, Part 3, has been changed to require the Consultant to identify the type and extent of instability which is apparent from reconnaissance and office studies for each route.

7. The Consultant's accounting procedure does not lend itself to charging for laboratory tests on a per-test basis; thus, billing on a man-hour basis is considered satisfactory. Laboratory equipment costs are contained in the indirect overhead costs.

8. The reference to a 10 percent additional fee for subcontract billing has been eliminated from the language of Section III, Part 6.

9. Incorrect contractural language has been corrected.

10. Interim formal reports are now required under Section I, Parts 1 and 2.

The fully executed agreement is being submitted to you under separate cover. An informational copy is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Att.

cc: R. L. Porter
Tom Edwards
A. E. Johnson
L. H. Young
F. B. Crandall

RWE:ia srb

RECEIVED
APR 7 1971
FOR FILING

F-121(4)
7631

SP*58808-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 6, 1971

SUBJECT:

To:

MEMO TO FILE

Shannon & Wilson Agreement
Fernhill-Burnside Section
Columbia River Highway

On Tuesday, April 6, 1971 a meeting was held in Mr. Klaboe's office in order that the proposed agreement between Shannon and Wilson and the Highway Commission concerning the Fernhill-Burnside Section of the Columbia River Highway could be rewritten in conformance with the March 31, 1971 review comments from the Federal Highway Administration. In attendance at this meeting were Walt Wright, Shannon and Wilson, Fred Klaboe, Bob Ellison, Bill Tebeau and myself.

The Federal Highway Administration's letter contained ten comments and indicated that if revision to the agreement was made in conformance with these comments, the agreement will be considered satisfactory for approval for participation with Federal-aid funds. The following corrective measures were agreed upon and are in the order listed in Mr. Simpson's letter. (A copy of which is attached)

1. Walt Wright is having prepared a breakdown which will verify the Payroll-Associated and Indirect Costs referred to in the agreement. This breakdown will substantiate the provisional 20.7% Payroll-Associated Costs and the provisional 124.3% Indirect Costs.

2. Walt Wright is to rewrite the agreement eliminating any reference to Phase B.

3. Bill Tebeau is preparing an appropriate map to be included in the agreement as Exhibit 'A'. Walt will make appropriate reference to this Exhibit on Pages 2 and 3 of the agreement.

4. The data requested will be added under Part II which deals with items the State will provide to the Consultant.

5. In order to assure that the Consultant will receive an adjustment, if needed, to the fixed fee, a change will be made in the second paragraph on Page 3 indicating that the "scope of the field work" will be limited to the following maximum units. In addition, under the paragraph which deals with changes in the scope of the work (Part IV) the reference to said fees will be changed to all fees.

NOTED
F.B. KLABOE

6. The changes recommended will be made in the first paragraph of Part 3.

7. Glen Green was called concerning this item. It was brought out that the Consultant plans to charge direct man-hour and material costs for work performed in the laboratory. Equipment costs are contained in the Indirect Overhead Costs. It is not the intent of the Consultant to charge the State on a unit cost basis for laboratory tests. Therefore, it is not appropriate to include laboratory tests in Section III of the agreement. Glen agreed with this and indicated he would put a note in his file concerning this matter.

8. The statement that "this subcontracted work will be invoiced in the contractor's invoices, plus a 10% fee" was not an attempt by Shannon and Wilson to obtain a double fee for subcontracted work. In order to clarify the matter, this sentence will be removed from the agreement.

9. The pronouns mentioned in this item will be changed.

10. It was concluded that an Interim Report would be desirable at the completion of Parts 1 and 2, therefore, reference to an Interim Report will be added. In addition, the number of final reports was increased from five to fifteen.

Upon completion of these changes, the signed agreement should be submitted to General Services for approval prior to resubmittal to the Federal Highway Administration.

Robert E. Royer

Robert E. Royer
Planning Engineer

RER:np
cc: F. B. Klaboe/att.
Bob Ellison/att.
Bill Tebeau/att.

RECEIVED
APR 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1971
FOR FILING
F-121(4)
7631

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 31, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

copy

REFERRED TO Royer
By Asst. State Hwy. Engr
4-2-71
fa

SUBJECT: Oregon Project F-121(3)
Fern Hill-Burnside Section
Proposed Consultant Agreement

The proposed consultant agreement with Shannon and Wilson, Inc. for the detailed soil study of the subject project transmitted with Mr. Klaboe's March 18 letter has been carefully reviewed and the following are our comments:

1. While we recognize that the State has need for special talent for this study and the firm Shannon and Wilson is considered eminent in this field and you have also furnished a separate estimate of the probable manhours required it will be necessary to review and approve a detailed breakdown of the payroll associated and indirect costs that are to be used.

2. The draft agreement includes under Phase B a requirement that the consultant perform a detailed subsurface investigation and study of a selected route some time after the consultant has performed detailed reconnaissance under Phase A of several alternate routes identified in the agreement. The work the consultant is to perform under Phase B is expressed in only very general terms as we expect at this time the State cannot adequately specify the detailed investigation which will be required. Considerable amplification of the language of Phase B would be necessary to provide a clear, concise scope of work of this detailed investigation. Further, although work by the consultant is required under Phase B, no costs have been negotiated. The agreement indicates compensation to the consultant is to be later negotiated as a change order to the agreement. We do not believe Federal-aid funds can participate in an agreement which specifies work by the consultant without including negotiated and limiting costs for that work. We also do not believe the State or consultant can reasonably determine a cost for the Phase B work at this time. Accordingly, we strongly recommend that this agreement be limited to the work indicated under Phase A if Federal-aid participation is desired. Subsequent to approval of the highway location a new agreement could be negotiated with this consultant or another consultant for detailed investigation of the selected location at which time the work required and a cost could be more readily determined.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

TOM EDWARDS

3. A map or sketch attached to the agreement showing the locations the consultant is to investigate would be desirable in addition to the stationing and numbered alternates indicated in the agreement.

4. Under Part 2, Phase A, the consultant should be furnished the necessary data regarding alinement, grade, fill height and width requirements for the highway and railroad. It would be desirable that the agreement specifically indicate the State will furnish this information to assure that the consultant's recommendations are in keeping with the necessary geometrics.

5. Additional work which may be negotiated as indicated on Page 3 under Part 3, Phase A, would not warrant additional fixed fee unless there is a change in character, scope, or complexity of the work.

6. We believe Part 3 should require the consultant to identify type and extent of instability which is apparent from the reconnaissance and office studies for each of the alternates. The consultant may also be asked to make recommendations as indicated in Part 3.

7. The consultant's cost breakdown information for the several items of work indicates certain laboratory tests are to be performed but the breakdown summary does not indicate these costs. We also recommend that the Section III of the agreement include a listing of the anticipated tests together with a limiting number and an agreed cost per test.

8. On Page 8 of the agreement it is indicated that the subcontracted work invoiced by the consultant will include a 10% fee for the consultant. We note that the consultant's cost breakdown includes this 10% factor as part of his profit. Please be advised that subcontracted work is considered to be an out-of-pocket charge and the 10% markup would not be eligible for participation with Federal-aid funds.

9. The language in Paragraph 1 of Page 8 appears to have been lifted from the consultant's proposal. The pronouns included in this paragraph should not be used in an agreement or contract.

10. A formal report should be submitted by the consultant upon completion of the three parts now included in Phase A. It appears that the submission of interim reports for Parts 1 and 2 may also be appropriate. If interim reports are to be required, the requirement should be stated in the agreement.

Following revision as indicated in review comments listed above the agreement will be considered satisfactory for approval for participation with Federal-aid funds. We are returning the four copies of the proposed agreement as requested.

NOTED
TOM EDWARDS

RECEIVED
APR 9 1971

4-1003

OREGON STATE HIGHWAY DIVISION

E. Salem Highway Building, Salem, Oregon 97310

F-121(4)
7631

April 6, 1971

Shannon & Wilson, Inc.
1632 S.W. Morrison St.
Portland, Oregon 97205

NOTED
F.B. KLABOE

Subject: FernHill Slide
FernHill-Burnside Section
Lower Columbia River Highway

Gentlemen:

On March 22, 1971, this office sent you an uncontrolled aerial mosaic on which your proposed exploratory work was projected and the property lines shown. We have now secured the following permits of entry, copies of which are attached. You will note that they are for the full duration of the "Slide Soils Test." R/W File 42018 - Swanson; 43808 - Thalls; 44290 - Mohr; 44293 - Angstrom.

Also attached is a copy of the Corps of Engineers permit. It expires September 30, 1971. As soon as the State Land Board permit is received, it will also be sent to you. It also expires September 30, 1971. Should you need a longer period on either of these, please advise. Verbal permission has been received for utilizing Bonneville's access road. As soon as the written permit for it is received, you will be sent a copy.

Our local field representative at Astoria is Loren Weber, P. O. Box 804, Astoria, 97103, Phone 325-5646. This office also stands ready to assist you in any manner you deem necessary. This letter is not intended to give you authorization to proceed, but only to keep you informed on the above matters.

Very truly yours,

R. D. Asburry
REGIONAL ENGINEER

by G. W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe ✓
A. E. Johnson
F. D. Morgan
Rod Henry
Loren Weber

DEPARTMENT OF DEFENSE UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REC

ROUTING
ASBURY ☐ WIMER ☐ HOPKINS ☐
CANFIELD ☐ ☐ ☐

NPPND-MI-P
1522-15(Cathlamet Bay-Misc.)-1.

26 March 1971

Oregon State Highway Division
E. Salem Highway Bldg.
Salem, Oregon 97310

Gentlemen:

Referring to your written request dated 23 March 1971 I have to inform you that upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to drill test holes from a barge, where necessary, in the South Channel of Cathlamet Bay, in the area indicated on the attached drawing.

If the work herein authorized is not completed on or before 30 September 1971, this permit, if not previously revoked or specifically extended, shall cease and become null and void.

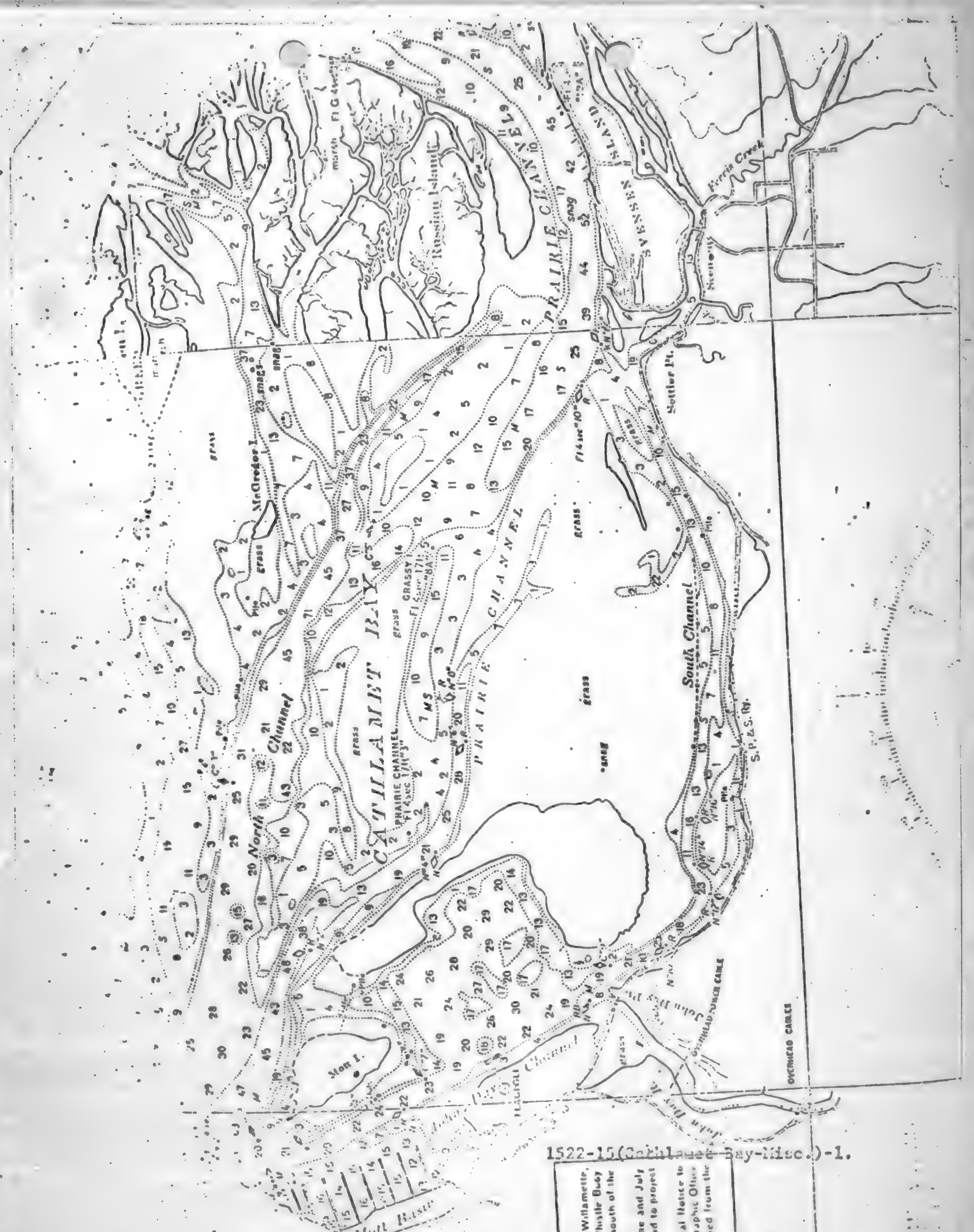
The permittee shall comply promptly with any regulations, conditions, or instructions affecting the work hereby authorized if and when issued by the Environmental Protection Agency or State Agency, are hereby made a condition of this permit.

It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining State assent to the work authorized.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

PAUL D. TRIEM
Colonel, Corps of Engineers
District Engineer

George E. Hyde
By GEORGE E. HYDE
Chief, Navigation Division


CATHLAMET BAY
PRAIRIE CHANNEL
North Channel
South Channel
Russian Island
SVENSEN ISLAND
McGregor I.
Settler Pt.
Ferris Creek
Svensen
Mott I.
Mott Basin
John Day Channel
S.P.&S. Ry.
OVERHEAD CABLES
grass
a and Willamette
ited Whistle Buoy
the mouth of the
19, June and July
restored to project
he local Notice to
lydrographic Office
obtained from the

1522-15(Cathlamet-Bay-Misc.)-1.

PERMIT OF ENTRY

File No. 42018
Name Swanson, C. & E.
Section Fernhill-Burnside
Highway Columbia River
County Clatsop

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon 97310

Gentlemen:

In order to permit the Highway Commission to drill a test hole as indicated by attached Exhibit "B", the undersigned does hereby grant to the Highway Commission, its agents or contractors the right to enter upon the real property outlined on Exhibit "B" to drill a test hole and take periodic readings with instruments placed in the drilled hole.

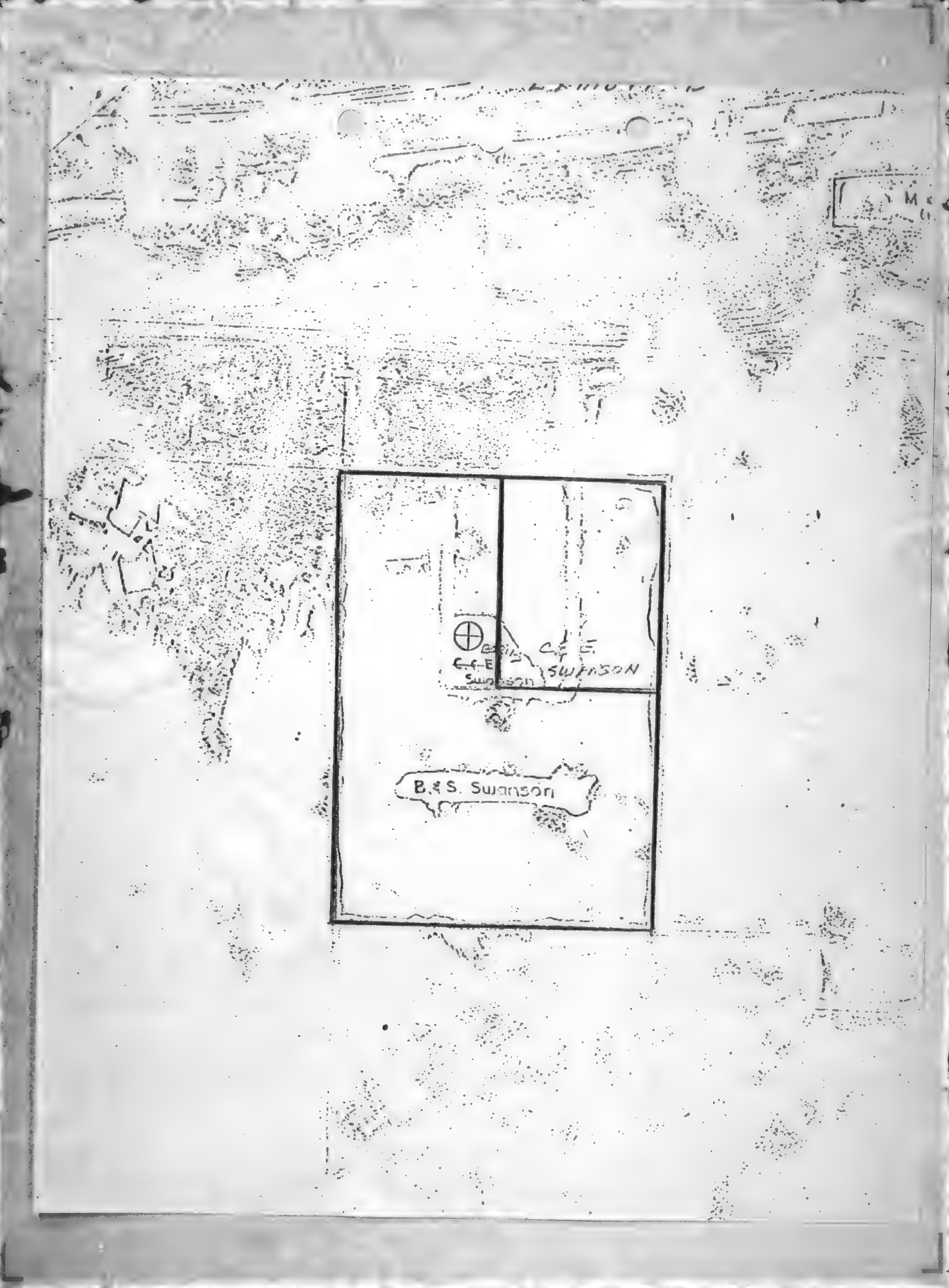
This permission is granted for the duration of the slide soils test.

IF GRANTORS YARD is damaged by TEST EQUIPMENT. THE YARD WILL BE REPAIRED OR GRANTOR COMPENSATED

[illegible] Ben Swanson

[illegible] Swanson

Dated this March 1 day of 29, 19 71


C & E Swanson
C & E SWANSON
B & S Swanson

PERMIT OF ENTRY

File No. 43808
Name Thalls
Section Fernhill-Burnside
Highway Columbia River
County Clatsop

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon 97310

Gentlemen:

In order to permit the Highway Commission to drill a test hole as indicated by attached Exhibit "B", the undersigned does hereby grant to the Highway Commission, its agents or contractors the right to enter upon the real property outlined on Exhibit "B" to drill a test hole and take periodic readings with instruments placed in the drilled hole.

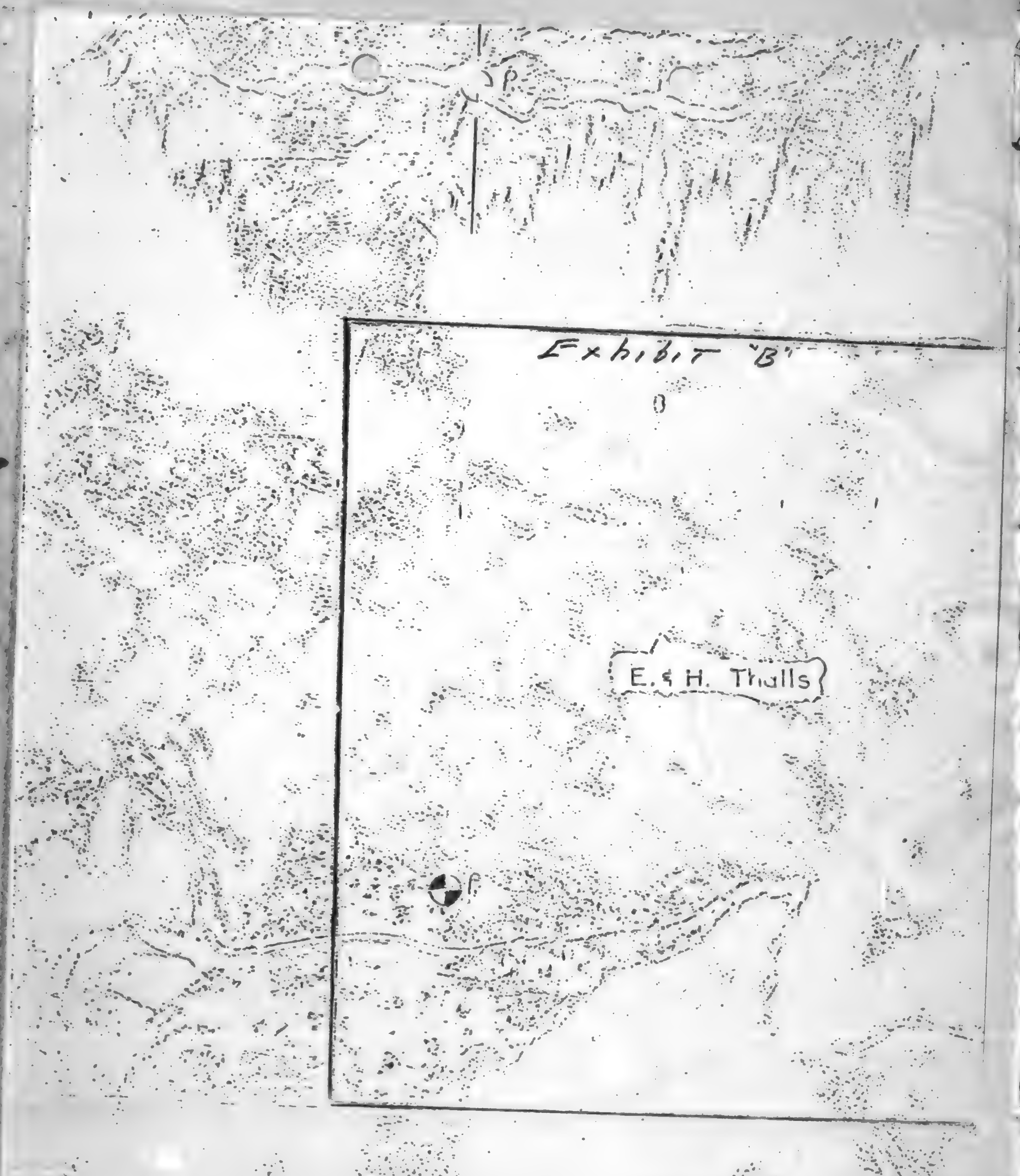
This permission is granted for ~~the duration of the slide soils~~ test. A Period of 5 years From This Date.

x Earl W Thalls

x Helen B Thalls

Dated this 29Th day of MARch, 1971.

Exhibit "B"


P
E. & H. Thalls
P

PERMIT OF ENTRY

File No. 44290

Name Mohr

Section Fernhill-Burnside

Highway Columbia River Highway

County Clatsop

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon 97310

Gentlemen:

In order to permit the Highway Commission to drill a test hole as indicated by attached Exhibit "B", the undersigned does hereby grant to the Highway Commission, its agents or contractors the right to enter upon the real property outlined on Exhibit "B" to drill a test hole and take periodic readings with instruments placed in the drilled hole.

This permission is granted for the duration of the slide soils test.

X ____________________

____

Dated this __________ day of [illegible], 19___.

PERMIT OF ENTRY

File No. 44293
Name Angstrom
Section Fernhill-Burnside
Highway Columbia River
County Clatsop

Oregon State Highway Commission
State Highway Building
Salem 10, Oregon 97310

Gentlemen:

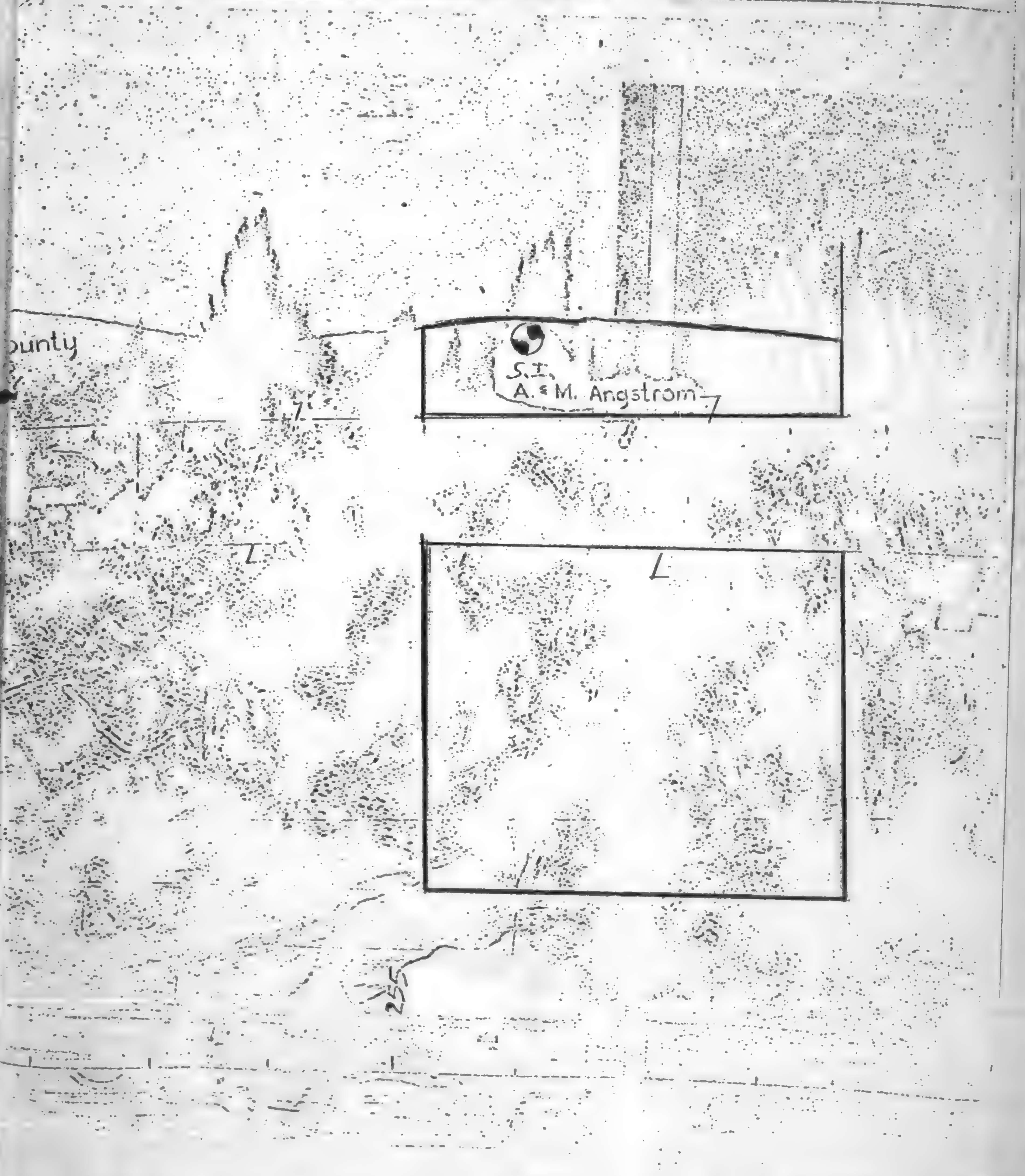
In order to permit the Highway Commission to drill a test hole as indicated by attached Exhibit "B", the undersigned does hereby grant to the Highway Commission, its agents or contractors the right to enter upon the real property outlined on Exhibit "B" to drill a test hole and take periodic readings with instruments placed in the drilled hole.

This permission is granted for the duration of the slide soils test.

A. Louis Angstrom

Dated this 25th day of March, 19 71.

Exhibit "F"



ounty
7
S.I.
A. & M. Angstrom
7
L
L
255

RECEIVED
APR 12 1971
FORM 8-30
FOR FILING

F-121(4)
7634

4-1003

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1971

NOTED
A. E. JOHNSON

To: Bill Fretwell
REGIONAL GEOLOGIST

SUBJECT: Shannon & Wilson Agreement
FernHill Slide

Bill Tebeau advises that the agreement with Shannon & Wilson for studying the FernHill slide is being revised for resubmittal to the FHWA. Because of this, their study and any allied work we might do cannot proceed at this time, other than they have requested that we read weekly the water table in any cased holes that we have in the slide area.

Please determine what holes are available for this purpose and make an initial reading including levels if you do not already have them. Weber's crew can do the level work and hopefully you can turn the weekly reading over to Weber. This information should periodically, say once a month, be sent to Shannon & Wilson.

R. D. Asburry
REGIONAL ENGINEER

by Gerald W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc

cc: A. E. Johnson✓
F. D. Morgan
Bill Tebeau

RECEIVED
APR 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR F-121(4)
7631

DATE: March 25, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM: for G. K. Hosner
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-121(3)
Fernhill-Burnside Slide
Lower Columbia River Highway
Clatsop County

Last month Mr. David Gedney, Chief of the Soils and Rock Mechanics Branch in our Washington office reviewed the Ferhnill-Burnside slide in the field. Upon his return to Washington he reviewed the cross-sections, aerial photographs and inclinometer data which you had given him. His approximate analysis of the general stability of the sliding mass leads to the following comments:

1. The shear strength of the broken slide material along the apparent failure surface may be approximated by a friction angle of 10 degrees (effective stress analysis with equivalent water table about 10 feet below the ground surface).

2. If the water table is lowered about 30 feet, the factor of safety is increased to 1.2 (assuming that the slide has a present F.S. = 1.0).

3. If Shannon and Wilson conclude from their analysis of the slide that the highway should be relocated, the slide will still have to be stabilized to prevent further movement.

4. If a more detailed analysis is desired, additional information on subsurface conditions, slope configurations, water table locations, and soil strength parameters will be required. However, our brief analysis does indicate that the risk of further movement of the slide mass would be significantly reduced by a system of subsurface drainage.

cy. to D. [illegible]
Ed Johnson
3-30-71

Upon receipt of Shannon and Wilson's final report we will ask for Mr. Gedney's evaluation of their findings prior to expending Federal-aid funds for any comprehensive slide corrective measures.

RECEIVED
MAR 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
Region (08-00.34)

NOTED

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 1971
FOR FILING

4-1003

OREGON STATE
HIGHWAY DEPARTMENT

E. Salem Highway Building, Salem, Oregon 97310

F-121 (4)
7631

March 22, 1971

NOTED
A. E. JOHNSON

Shannon & Wilson, Inc.
1632 S.W. Morrison St.
Portland, Oregon 97205

Subject: FernHill Slide
FernHill-Burnside Section
Lower Columbia River Highway

Attention: Walter Wright

Gentlemen:

Under separate cover we are mailing to you the small scale sketch map you so graciously loaned us showing the location of the work you contemplate doing on the subject slide; also an aerial mosaic map (uncontrolled) on which we have attempted to spot the work areas as indicated on the small sketch. Also in various colors we have shown the various property limits. The State Highway Right of Way is signified by the yellow coloring. It is noted on this mosaic that considerable work can be accomplished on State Right of Way. We will proceed immediately to obtain a permit of entry for the work to be performed on private property. As soon as we get the official permit we will forward the proper data to you.

As discussed with you by phone March 19, I was concerned about the slope indicators which, in accordance with your map, are in the water which is a navigable stream. To leave these for the purpose intended, a projection would have to be left in the water which would be a hazard to navigation for which I am afraid we would have trouble getting a permit from the proper authorities. But we will proceed on your indication that you will so revise these locations in some manner so that there will be no hazard at these locations to navigation.

If we can be of further assistance to you, please feel free to call upon us.

NOTED
F. B. KLABOE

Yours very truly,

R. D. Asburry
R. D. Asburry
REGIONAL ENGINEER

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CC: F. B. Klaboe ✓
Loren Weber

RECEIVED
MAR 22 1971
FOR FILING

F-121(4)
7637

Salem, Oregon 97310
March 19, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

We are about to enter into a consultant contract with Shannon & Wilson for exploratory work on the Fern Hill slide on the Lower Columbia River Highway. The field representative of the State Highway Division will be Loren Weber. The Project Engineer will be Jerry Wimer.

Mr. Wimer should coordinate and seek advice throughout the project from members of the Soils and Geology Unit under the direction of Mr. Tebeau.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: A. E. Johnson
F. D. Morgan
F. L. Hall
R. D. Asburry
Loren Weber

RECEIVED
MAR 22 1971

FOR FILING

F-121(4)
763.L

March 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

fs

Dear Mr. Simpson:

As you know, portions of the Fernhill-Burnside Section of the Columbia River Highway have soil conditions which are extremely unstable. In order to develop recommendations to stabilize this section, the Highway Division proposes to retain Shannon & Wilson, Inc., to conduct a detailed soils study.

Attached is a copy of the proposed agreement between the Oregon State Highway Commission and Shannon & Wilson. Also attached is a worksheet prepared by the Highway Division which indicates that the total manpower and subcontracting costs are reasonable and appropriate. The maximum amount expendable under this agreement is $139,225.

That section of the Columbia River Highway between Engineering Station 245 and 250 is presently under consideration for emergency relief. The consultant will be requested to break down the costs between these stations in order that emergency relief funding can be used if approved.

In order to be able to utilize the results of this study before the rains set in next winter, it is essential that work on this study begin as soon as possible. Your approval of this agreement is requested at your earliest convenience. Please return the attached agreement along with the three agreements delivered to you on March 17, and we will send you a fully executed agreement after receiving approval from the General Services Department.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
L. H. Young
W. H. Tebeau
Richard Chase

ATTS.

RER:ap srb

Form E-166—10M—10-60
State Printing 30077

Job No. ....

Sheet 1 of 4 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Staff Salaries: Shannon + Wilson Proposal

Made by JLy 3-17 1971 Checked by ...., 19...... Backchecked by ...., 19......

Work to be done:

Phase A

Part 1 active slide
investigate + recommend
to stabilize hwy + rr.

Part 2 fill for rr in Col. R.
investigate + recommend design

Part 3 reconnaisance
4 routes

No design review for above work.

Phase B.

Explore, study + recommend design for selected route.

COSTS FOR PHASE B NOT
INCLUDED IN THIS PROPOSAL.

Form E 406—10M—10-60
*State Printing 30077

Job No. ....

Sheet 2 of 4 Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Staff Salaries: Shannon + Wilson Proposal

Made by fly 3-17, 1971 Checked by ...., 19..... Backchecked by ...., 19.....

Drilling Time

$$\frac{1340' \text{ drilling to be done}}{30'/\text{shift}} = 45 \text{ shifts}$$

Drilling Inspection + Sampling

Drilling Inspector	45×8 =	360 manhours
Supervision	9×8	72 " "
Travel	4×8	32
		464

Slope Indicator Installation

Instruction, demonstration, inspection

$$\frac{580'}{70'} = 8 \text{ indicators}$$

Inst., demon.,	2 × 8	=	16 manhours
travel	2 × 8	=	16 "
Inspection	6 × 4	=	24 "
Reading, 5 times			
Operators,	5×2×8	=	80 "
travel	5×2×8	=	80
Computation	5 × 8	=	40 "
			256 manhours

720

=

Job No. ....
Sheet 3 of 4 Sheets

OREGON STATE HIGHWAY DIVISION

Staff Salaries: Shannon + Wilson Proposal

3-17 19 71. Checked by ...., 19....... Backchecked by ...., 19.......

Piezometer Installation
Instruction, demonstration, inspection

same as slope indicator, 256 manhours

Seismic

$\frac{10{,}000 \text{ lf}}{1000'/\text{day}} = 10$ days

5 operators $\times$ 10 days $\times$ 8 hrs = 400 man hrs
travel time $5 \times 2 \times 8$ — 80
Computing
$2 \times 5 \times 8$ hrs — 80 " "
560 " "

Lab tests
Handling + Classification
70 shelby tubes @ 4/day = 18×8 — 144
200 std samples @ 10/day = 20×8 — 160
Strength tests
25 unconfined 4/day = $6\frac{1}{4} \times 8$ — 50
20 triax 1/day = 20×8 — 160
6 Torr shear 4/d = $1\frac{1}{2} \times 8$ — 12
6 consol 1/d = 6×8 — 48
Classif tests
20 Att Limits @ 6/day = $3\frac{1}{3} \times 8$ — 30
50 w @ 16/day = 3×8 — 24
10 mech anal @ 4/d = $2\frac{1}{2} \times 8$ — 20
648

1464

Job No. ....

Sheet 4 of 4 Sheets

OREGON STATE HIGHWAY DIVISION

Staff Salaries: Shannon + Wilson Proposal

3-17 1971 Checked by ...., 19...... Backchecked by ...., 19......

Field Torsion Shear Tests (2)

2 Operators,	2 days × 8 =	32 man hours
2 " travel	2 " × 8	32
Computation	2 × 8 =	16
		80

Reconnaisance

2 geologists × 10 days × 8	160
2 office work, 10 × 8	160
	320

Engineering + Analysis

File keeper, data handler 1 × 4 mo × 170 hrs/m	680
Draftsman 1 mo	160
Engineering analysts 2 × 20 days × 8	320
Typists	80
Client conferences 4×8	32
	1272

sheet 4, total	1672
" 3 "	1464
" 2 "	720
	3856
Engineering Management 10%	385
Omissions + Contingencies 10%	385
	4626 man hours

[illegible] D
FEB [illegible] 1971
FOR FILING

F-121(4)
7631

February 23, 1971

Mr. Walter L. Wright, P. E.
Shannon & Wilson, Inc.
1632 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. Wright:

Reference is made to your proposed subsurface investigation of the Lower Columbia River Highway. I am returning your draft with certain comments penciled in red. Other than these minor corrections, it appears satisfactory.

With regard to our telephone conversation today concerning the Phase II part of it, I have rechecked with the Federal Highway Administration and they advise me that it will be all right to include the Phase II portion of the job just as you have it in the draft.

Please, therefore, complete the necessary portions of this and forward it to us. We will add the whereases and a few of the boiler plate items as quickly as we can after receiving it from you.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Attachment

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe

RECEIVED
FEB 17 1971
FOR FILING

F-121(4)
7631

Salem, Oregon
February 16, 1971

Floyd Query
Secretary to Commission

On this date, the Highway Commission took action on the following NOA items:

(1) Approved transferring 24 acres adjacent to Pilot Butte to the Bend School District for the nominal consideration of $250. The conveyance is to contain a public use clause.

(2) Approved retaining Shannon and Wilson of Portland to study and make a recommendation of the Fern Hill Slide on the Lower Columbia River Highway.

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
D. H. Moehring

RECEIVED
FEB 11 1971

FOR FILING

F-121 (4)
7631

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1971

To: MEMO TO THE FILE

SUBJECT: Consultant Committee
Meeting on Slide Correction
Fernhill-Tongue Point Section
Lower Columbia River Highway

Because of the extremely unstable soil conditions along the Fernhill-Tongue Point Section of the Lower Columbia River Highway, it has become necessary to consider retaining a consultant to provide recommendations concerning the correction of the soil conditions as they exist now, as well as recommending alternate lines for the highway to minimize slide conditions.

After considering the qualifications of several consultants which are manned and equipped to study soil conditions, it was the unanimous decision of the Consultant Selection Committee to retain Shannon and Wilson, Soil Mechanics and Foundation Engineers, 1632 S. W. Morrison, Portland, Oregon. This meeting was held on January 29, 1971.

It is the intent to have this consultant agreement financed with preliminary engineering funds.

Tom

Tom Edwards
Deputy State Highway Engineer

cc R. L. Porter
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. B. Crandall

RECEIVED
FEB 8 - 1971
FOR FILING

F-121 (4)
7631

February 8, 1971

Mr. H. F. Hoy
Regional Manager of Engineering
Burlington Northern, Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

Dear Mr. Hoy:

We have delayed replying to your letter of January 22 concerning the proposed retention of the firm of Shannon and Wilson to make a soils study in the area of the Fern Hill Slide.

The matter is now moot by reason of our recent discussions. We are negotiating with Shannon and Wilson to undertake work that will accomplish both the Railroad's and this agency's objectives.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
R. D. Asburry

TE:ja RLP:fn sr

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 Northwest Hoyt Street
Portland, Oregon 97207
Telephone (503) 228-9111

January 22, 1971

REFERRED TO Edwards
FOR R. L. PORTER

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

You will recall in my letter to you of January 12th, I furnished you with one fully executed counterpart of agreement between the State of Oregon, Spokane, Portland and Seattle Railway Company and Burlington Northern Inc., dated December 30, 1970, covering stabilization and repair of railroad facilities at site of the Fern Hill landslide on your Fern Hill-Burnside project, located some six miles easterly of Astoria, Oregon on the Lower Columbia River Highway.

You may recall that when Mr. Johnson and I met with your Messrs. Edwards and Klaboe, to discuss situation at the site, we agreed that it would be in order to engage the services of Shannon and Wilson, Inc., for a subservice investigation on the river side of the present S. P. & S. Railway main line, for possible relocation of the railroad, and the State Highway Department was agreeable to such an investigation to be carried on by Shannon and Wilson.

I am handing you herewith, a copy of Shannon and Wilson's proposal for subsurface investigation dated December 30th, 1970. I would appreciate receiving your concurrence on handling this work which is covered under the above mentioned agreement. It was our understanding that an actual relocation of the railroad would not be undertaken without fully advising the Highway Department of any such plans.

We are most anxious to proceed with this subsurface investigation and would appreciate your early action on this matter.

Very truly yours,

H. F. May

Regional Manager Engineering

HFM:pae
Enclosure
File: A-37

RECEIVED
JAN 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

William L. Shannon, P. E.
Stanley D. Wilson, P. E.
Earl A. Sibley, P. E.
Walter L. Wright, P. E.
Rudy J. Dietrich, P. E.

SHANNON & WILSON, INC.
Soil Mechanics and Foundation Engineers
SEATTLE · PORTLAND · BURLINGAME

1622 S. W. MORRISON STREET PORTLAND, OREGON 97205 • (503) 223-6147

0-564
A-37

December 30, 1970

RECEIVED
JAN 1 1971
OFFICE
CHIEF ENGINEER

Burlington-Northern Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon 97209

Attention: Mr. H. Moy

Re: Proposal for Subsurface Investigation for Relocation of the Burlington-Northern Railroad near Astoria, Oregon

Gentlemen:

In accordance with your request we are pleased to submit herein our proposal for a subsurface investigation for a possible relocation of a section of railroad adjacent to "Fern Hill" near Astoria, Oregon. Our investigation would consist of geologic reconnaissance studies, borings, installation of slope indicators, laboratory tests and engineering and geological office studies. Our studies would be directed toward the possible relocation; however, studies would not be made of the existing slide, possible remedial measures or the effectiveness of remedial measures undertaken by the State.

Our proposal is based upon a preliminary site reconnaissance and an investigation of landslide conditions, which are presently causing movement of the track between approximate mile post 93.2 and 93.75, near Astoria. The track is located across the toe of the active slide.

We have been provided with a drawing showing the location of the possible line relocation and we have also discussed the location with Mr. LaSalle of your staff. The line relocation falls in the bed of the Columbia River, from 50 to 250 feet north of the existing railroad and extends for a distance of about 4,000 feet.

We propose to explore the site of the proposed relocation with a series of ten borings, drilled from a barge and having a total estimated footage of 400 to 500 feet. Eight to ten borings would be drilled to depths of 30 to 75 feet below the bed of the river. The borings would be spaced at intervals of about 400 to 500 feet. In the borings standard penetration test samples would be taken at 2-1/2 foot intervals for the first 20 feet and at 5 foot intervals thereafter. Where soft or compressible soils are encountered, undisturbed thin-wall tube samples would be obtained in lieu of the standard penetration test samples. All samples would be sealed in jars or tubes and transported to our laboratory for checking of classification and physical testing as considered, in our opinion, necessary.

In order to establish that landslide movements are not occurring beneath the area of the proposed new embankment we would install slope indicators in three selected borings. The slope indicator casing would be installed to the bottom of each of the three borings. Each slope indicator would be grouted inside an 8 inch O.D. steel riser casing for protection. Such an installation would permit periodic readings of the slope indicator over a 3 month period from a small boat.

At the present time, we propose that the drilling, sampling and the installation of the slope indicators be performed by Soil Sampling Service of Tacoma, Washington, under the general direction of an experienced geologist-engineer from our firm, who would locate the general position of all borings, observe the drilling and sampling and, also, the installation of slope indicators. He would also prepare in the field detailed descriptive soil logs for all borings. It is presently anticipated that the tug and barge contractor would be General Construction Company of Portland, Oregon.

All samples would be visually classified in our laboratory and representative samples of all soil types encountered would be physically tested to establish strength and consolidation characteristics. We anticipate that the following tests would be required: unconfined compression, consolidation, Atterberg limits, natural water contents and possibly some grain-size determinations.

Geologic field studies would be performed in the area upslope from the existing railroad to determine the visual boundaries of the present area of landslide movement and the extent (if possible) of any pre-existing ancient landslide movement. For this work we would use recent aerial photographs of the area provided by the Oregon State Highway Department. The Highway Department has also provided a topographic base map and logs of previous borings. A review of existing rock quarries would be conducted during the field investigations to determine possible sources of rock for riprap. We understand that the railroad embankment would be primarily formed with sand, possibly dredged from the Columbia River.

A formal report would be prepared which would summarize all field explorations, laboratory testing, subsurface conditions and the results of office studies and analyses. Conclusions and recommendations would be presented on the feasibility of placing the railroad embankment in the Columbia River at a reasonably safe distance from the present landslide movement as well as recommendations for the design and construction of the embankment. Five

0-564

copies of the report would be furnished and our staff would be available to discuss our findings and recommendations with you or your representative at a conference at your convenience.

Our fee for the above work and the terms under which our services are offered would be in accordance with the attached Fee Schedule F-1C. We estimate the total cost to range from $27,500.00 to $32,500.00 and agree not to exceed the latter amount without your prior authorization. These figures include an allowance for one post-report conference.

If subsurface conditions are encountered which necessitate additional drilling, such additional drilling and sampling would be accomplished at a unit price of $40.00 per foot. This unit price would include all costs incurred by the extra footage, including field, laboratory and office work. However, no additional drilling would be undertaken without your prior approval.

We also understand that your survey crew would be available to install reference markers for use in positioning the drill rig and barge over the possible new alignment as well as provide any necessary additional topography and/or hydrography.

We are prepared to begin the field work within two weeks after your authorization and to complete and deliver the report to you within three months thereafter. Preliminary information can be given you informally as soon as it is developed by our studies.

We appreciate the opportunity to submit this proposal and look forward to your favorable consideration.

Very truly yours,

SHANNON & WILSON, INC.

by
Walter L. Wright, P.E.

RJD:WLW:gg

Enclosure: Fee Schedule F-1C

RECEIVED

FOR FILING

7632

NOTED ON CARD
7-26-72 kl

July 26, 1972

United Pacific Insurance Company
P. O. Box 1788
Eugene, Oregon 97401

Gentlemen:

On July 20, 1972, we wrote to you concerning release of final payment on Contract No. 7632 awarded to James A. Seiwald for an overnight camp area in Clyde Holliday State Wayside in Grant County.

Final payment on this contract is 118.80 and the total contract amount is $130,430.40 including $1,671.18 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc James A. Seiwald
106 Hollow Stump Road
North Bend, Oregon 97459

United Pacific Insurance Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: John Harr
W. E. Schwartz

RECEIVED
AUG [illegible] 1972

FOR FILING

Surety letter
written 7-20-72
KL

OREGON STATE
HIGHWAY DIVISION

1859

7632

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7632 Work Completed May 31, 1972

Project Clyde Holliday State Wayside

Highway -- County Grant

Type of Work Overnight Camp Area

Contractor James A. Seiwald

Recommended acceptance date July 19, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

NOTED
FLOYD QUERY

7632

FORM E. (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Clyde Holliday State Wayside	WEEK ENDING June 17, 1972	SECTION PREFIX 12-3312
HIGHWAY John Day	COUNTY Grant	
NAME OF JOB Clyde Holliday State Wayside	KIND OF WORK Overnight Camp Area	
CONTRACTOR James. A. Zeiwald	CONTRACT NUMBER 7632	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT Aug. 2, 1971	DATE WORK STARTED Aug. 18, 1971	ESTIMATED COMPLETION DATE May 31, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION $ 152,986.65	SPECIFIED COMPLETION DATE May 31, 1972	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 140,855.55	ENGINEERING AUTHORIZATION $ 12,131.10	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 138,399.93	This week 50.00 ENGINEERING COST TO DATE $ 12,050.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98.4
ESTIMATED PERCENT: XXXXX UNDERRUN 1.6 %	PERCENT OF AUTHORIZATION 99 %	DATE PROJECT WAS COMPLETED: May 31, 1972

Semi-final submitted June 14, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Toilet Bldg.	Topsoil
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	Topsoil ~~XXXX~~
MILES IN PROJECT	0.28	0.28		0.28	
MILES PARTIALLY COMPLETED	0.28	0.28		0.28	
MILES COMPLETED	0.28	0.28		0.28	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All	2,200 CY		390 CY	1,000 CY
TOTAL QUANTITIES CORRECTED TO DATE	All	1,950 CY		465 CY	2,375 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100 %	1,950 CY		465 CY	2,375 CY
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Light clouds, mild			
MONDAY	Clear, warm			
TUESDAY	Clear, warm			
WEDNESDAY	Light clouds, warm			
THURSDAY	Clear, warm			
FRIDAY	Clear, warm			
SATURDAY				

KS

G

CONSTRUCTION SECTION

BLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	

REMARKS

Semi-final submitted June 14, 1972. This is the last Engineer's Weekly Report for this project.

SIGNED Rocky R. Lickman
for W.A. Tison, Res. Engr.

LOCATION John Day

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
NOV 24 1971
FORM [illegible]

FOR FILING
12-3312
7632

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 26, 1971

SUBJECT: Pump House
Clyde Holliday State Park
Contract No. 7632

To: Mr. Ivan Merchant
Bridge Engineer
Bridge Section

BUILDING

ATTENTION: Mr. Walt Hart

Please cancel the attached order for extra work to have the contractor (James A. Seiwald) construct a pump house at Clyde Holliday State Park.

We have had several discussions with the region, contractor and our parks supervisor and it has been decided we will build the small building with state park forces.

David G. Talbot
State Parks Superintendent

By

WARREN H. GASKILL, Assistant
State Parks Superintendent

WHG:dk

cc: H. S. Coulter
Chuck Fredrickson
Darald Walker
John Hollingsworth

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD [illegible] SHAW

RECEIVED
SEP 1[illegible] 1971
FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

12-3312

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

7632

September 14, 1971

California-Pacific Utilities Company
2003 First Street
Baker, Oregon 97814

ATTENTION: Mr. R. G. Sims

Re: Power Line Relocation
Clyde Holliday State Wayside
John Day Highway
Grant County

Gentlemen:

Your estimate, as revised, and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 18, 1971, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of September 3, 1971.

Your estimate has been revised to reflect the low bid of Carlson Construction Company for the labor and transportation required for the relocation of your facilities. Attached hereto is a work sheet used to determine a lump sum figure for the adjustment of your facilities. In determining a lump sum figure, it was assumed that the low bid for labor and transportation was for the actual relocation.

Reimbursement for the work performed on and subsequent to September 3, 1971, in the amount of $4,157.15, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl
cc: California-Pacific Utilities Company
550 California Street
San Francisco, California 94104
A. E. Johnson
[redacted]
V. L. Gallagher w/attach (2)
V. E. Skoog
H. S. Coulter w/attach (2)
D. W. Greene "
Harvey Oswald "
H. M. Fillmore "

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Prefix No. 12-3312. Return one copy of Est. and sketch with SFO.

Form E-123

RECEIVED
AUG 24 1971
FOR FILING

12-3-12
7632

August 19, 1971

Mr. James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7632 for an overnight
camp area in Clyde Holliday State
Wayside in Grant County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure
cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Insurance Co.
P. O. Box 1788
Eugene, Oregon 97401

bc F. D. Morgan
I. D. Merchant
David Talbot
E. S. Coulter
D. W. Greene

RECEIVED
AUG 11 1971

FOR FILING

12-3312
7632

August 11, 1971

Mr. James A. Seiwald
186 Hollow Stump Road
North Bend, Oregon 97459

Dear Mr. Seiwald:

Enclosed are three copies of Contract No. 7632 for an overnight camp area in Clyde Holliday State Wayside in Grant County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Encl.

cc Frank Morgan
Ivan Merchant
David Talbot
H. S. Coulter
D. W. Greene

RECEIVED
JUN 15 1972
FOR FILING

7633

#6

May 18, 1972

Walt Rohde Construction Co.
P. O. Box 702
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, granted your request for an extension of 14 calendar days, without assessment of liquidated damages, on Contract No. 7633 for the Ladd Canyon Sand Shed on the Old Oregon Trail in Union County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc
C. T. Kenney
Walt Hart
V. E. Skoog
W. E. Schwartz
Joseph Schlieski

CAG

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 20, 1971

To: Mr. Ivan Merchant
Bridge Engineer

SALEM

SUBJECT:
Ladd Canyon Sand Shed
Old Oregon Trail Highway
Union County
Contract No. 7633

We are enclosing five copies of form E-320, Contractor's Request for Increase in Number of Workdays, on the subject project. We are also enclosing five copies of the resident engineer's letter of transmittal verifying the claim of stolen material.

We concur with the resident engineer's recommendation that this request be granted, basing this recommendation on the assumption that this occurrence was beyond the control of the contractor. Had this material been available to him, the structure should have been completed prior to weather making it necessary to stop work.

Stop work order will be rescinded as soon as weather permits the satisfactory completion of the project.

H. S. Coulter
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh

cc J. A. Schlieski

1st Shipment Del. 9/10/71 55
Repl " " 11/4/71

Bid 7/29/71
Award 8/2/71
Contracts out 8/11/71
Cal day to not start 8/23/71 Allot 90 da
$30,690 contr 214.0 am $50

AAR [illegible] ?

RECEIVED
DEC 23 1971
BRIDGE DIVISION

SP*83479-734

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
December 16, 1971

To: H. S. Coulter
Region Engineer
La Grande

SUBJECT: Ladd Canyon Sand Shed
Old Oregon Trail
Contract 7633
Union County

Attached find five (5) copies of form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract, and one copy of Power of Attorney from Insurance Company of North America.

The contractor, Walt Rohde, reported to me on October 21 that he had discovered the previous day the 10 x 10 x 32' beams had been stolen. A special rush order was telephoned to the supplier who indicated a 14 day delivery date at the earliest.

Work on the Sand Shed progressed with the placement of the interior 12 x 12 posts, struts, 10 x 16 beams, and knee braces. However the contractor's efficiency was severely hampered, since his original plan was to place the 10 x 10 x 32' exterior beams and use the lower rafters to control placement of the interior timbers.

The replacement beams were delivered on 11-3-71. November 21, was the first excess Calendar Day used. To date 10 days of liquidated damages have been accessed the contractor, and a suspension of work order was written 12-1-71 due to extremely hazardous working conditions. Work has not resumed and that which remains to be done consists of; second coat of stain and placement of approximately 62% of the aluminum roofing.

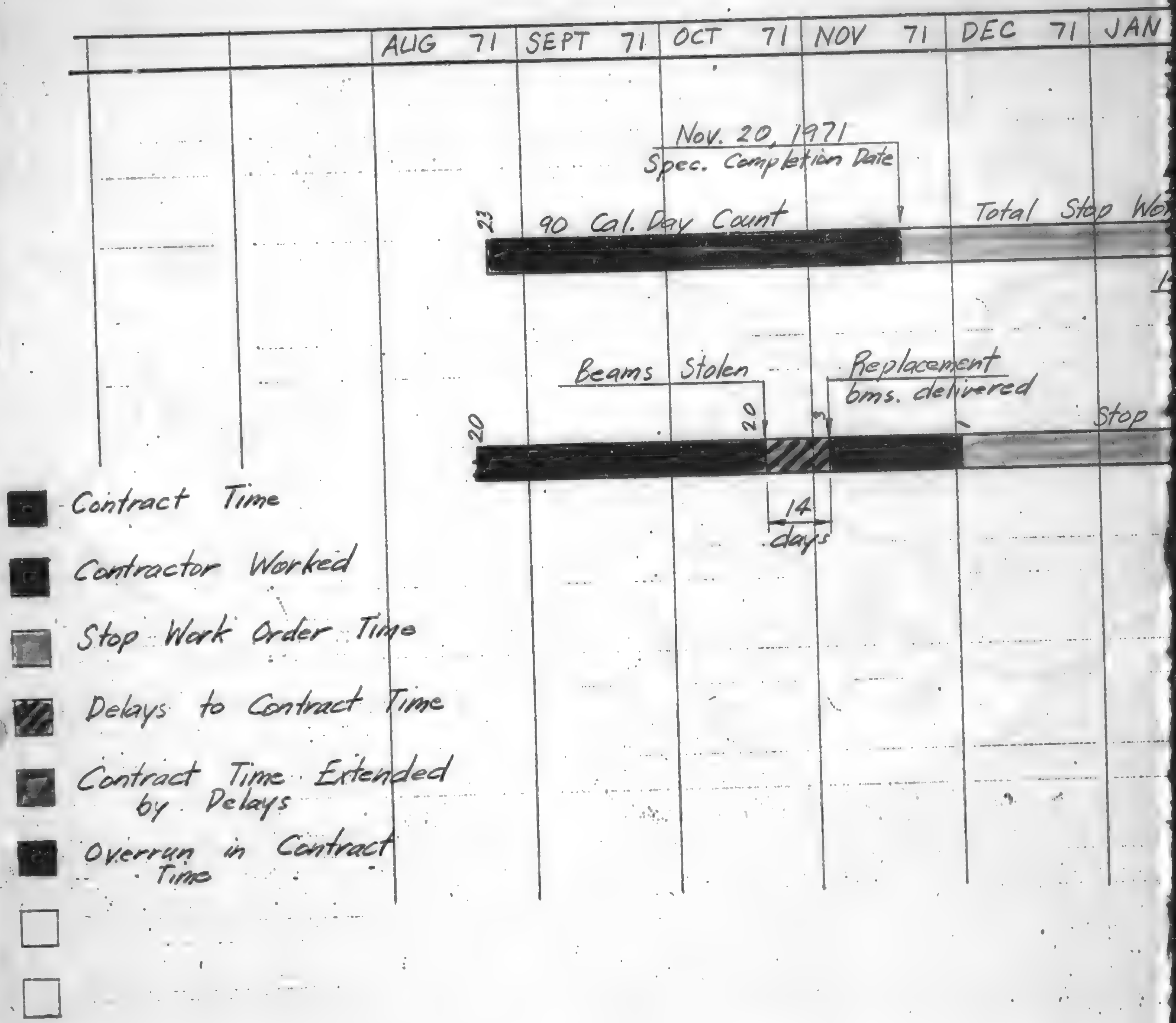
This extension will allow 4 days for the completion of this work, which should be adequate if the weather permits normal efficiency of the contractor's operation.

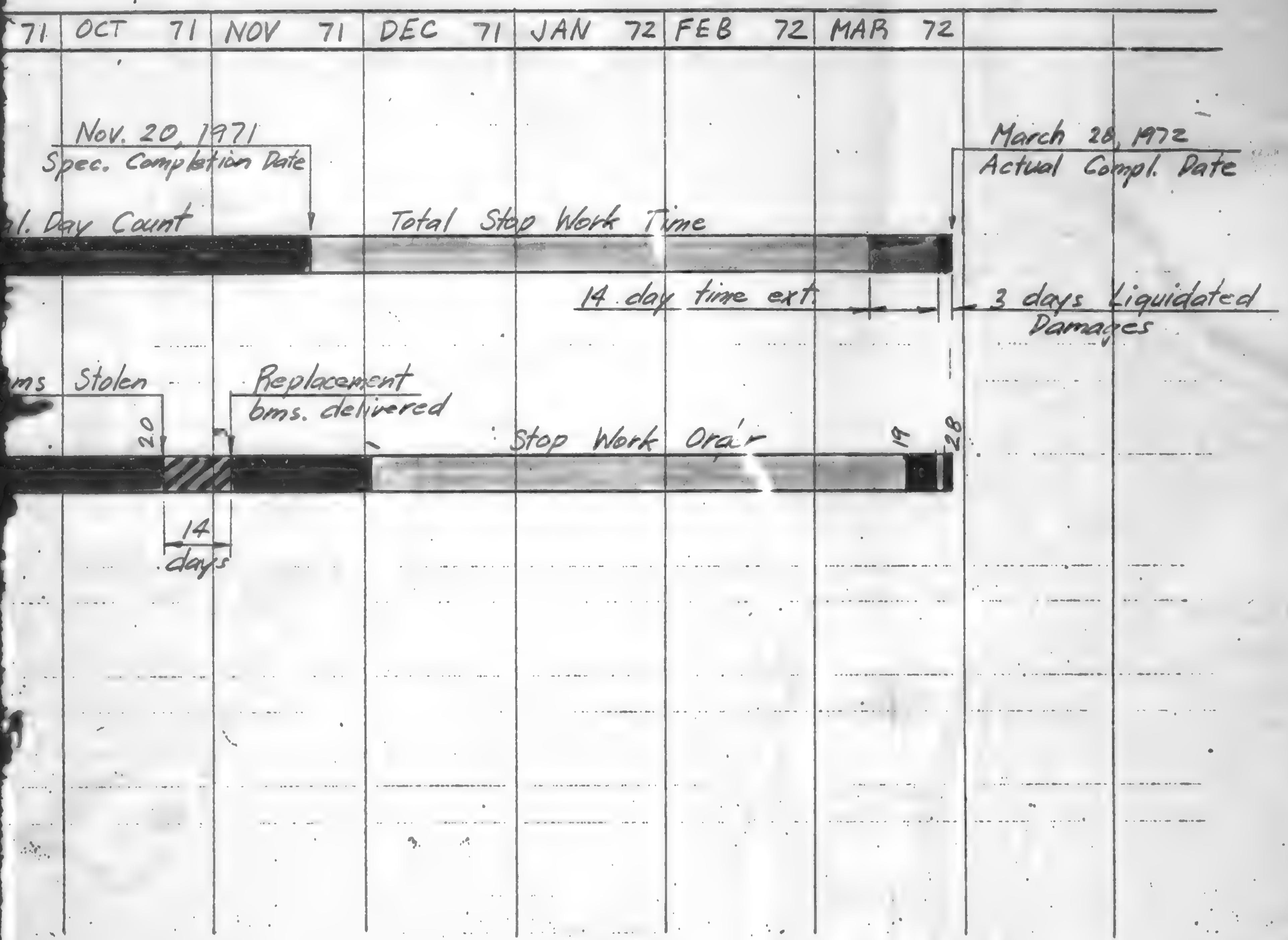
I recommend that the contractor's request be considered favorably and granted.

Joseph A. Schlieski
Resident Bridge Engineer

cc: file

RECEIVED
DEC 23 1971
BRIDGE DIVISION


AUG 71
SEPT 71
OCT 71
NOV 71
DEC 71
JAN
Nov. 20, 1971
Spec. Completion Date
23
90 Cal. Day Count
Total Stop Wo
Beams Stolen
20
20
3
Replacement
bms. delivered
Stop
14
days
Contract Time
Contractor Worked
Stop Work Order Time
Delays to Contract Time
Contract Time Extended by Delays
Overrun in Contract Time



LADD CANYON SAND SHED
CONTRACT 7633

RECEIVED
MAY 2 - 1972
FOR FILING

7633

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
Walt Hart
L. H. Young
V. E. Skoog
W. E. Schwartz
Gary Ross
Gary Sund

RJW:dh jf

Date: May 2, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 6

Walt Rohde Construction Co., contractor for the construction of the Ladd Canyon Sand Shed in Union County, Contract 7633, has requested that he be granted an additional 14 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites as a reason for his failure to complete the work on time the fact that 10 exterior beams were stolen from the building site.

The contract was awarded August 2, 1971, and allotted 90 calendar days to complete the work. This forecast a completion date of November 20, 1971. The work was completed March 28, 1972, with 107 calendar days charged. The contract time was adjusted by two stop work orders which were written when snow and high winds caused extremely hazardous working conditions.

The exterior timber beams were stolen at a time when their placement was critical to job progress and the contractor was forced to reschedule his work. Replacement beams were reordered immediately and delivered 14 days later. The theft of the beams is considered beyond the control of the contractor and entitle him to an extension of time.

I recommend that the contractor be granted a 14-day extension without assessment of liquidated damages and that he be assessed liquidated damges for the remaining three days, which is an assessment of $150. This matter will be on the agenda for your consideration at the May 16 meeting.

BRIDGE DIVISION
[illegible]
RECEIVED

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7633 Contractor Walt Rohde Construction Co.

Highway Old Oregon Trail

Section Ladd Canyon Sand Shed

Kind of Work Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

See attached letter of explanation.

Grant 14 days because of stolen beams. Assess liquidated damages for three days.

RECEIVED
DEC 23 1971
BRIDGE DIVISION

Recommended for Approval:

Regional Bridge ~~XXXXX~~ Engineer

Walter J. Hart
Bridge Engineer

State Highway Engineer

Contract No.	7633
Project designation	State State-Federal
Date awarded	August 2, 1971
Work started	August 20, 1971
Per cent completed	~~XXX~~ 100 Date
No. of ~~Workdays~~ Calendar Days Allowed	90
No. of ~~Workdays~~ Calendar Days Used	~~XXX~~ 107
No. of Added Workdays Requested	14

HY-6205-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 12, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 104 days, within which to complete our Contract No. 7633, without the assessment of liquidated damages. The said contract is described as follows: Ladd Canyon Sand Shed, Old Oregon Trail Highway, Union County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Special cut lumber and beams were ordered through Harris Pine Yards, Pendleton, Oregon on August 5th, 1971. The lumber was delivered by North Pacific Lumber Co. of Portland on September 10th, 1971.

On October 20th when needed the special cut 8- 10"x10"-32 foot beams were discovered stolen. At that time they were reordered on a rush order but could not be delivered until November 3rd 1971. Work therefore could not progress on schedule from October 20th until November 3rd a period of 14 days. Respectfully submitted,

Walt Rohde Construction Co.
Contractor

By Walter W. Rohde

CONSENT OF SURETY

Date December 3, 1971

We, INSURANCE COMPANY OF NORTH AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Evelyn McCain
Evelyn McCain Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
DEC 7 1971
BRIDGE DIVISION

RECEIVED
APR 19 1972
FOR FILING

7633

April 19, 1972

INSurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

On April 14, 1972, we wrote to you concerning release of final payment on Contract No. 7633 awarded to Walt Rohde Construction Company for the Ladd Canyon Sand Shed on the Old Oregon Trail in Union County.

Final payment on this contract is $1,534.50 and the total contract amount is $29,779.61. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fcm

cc Walt Rohde Construction Co.
P. O. Box 702
Pendleton, Oregon 97801

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schwartz

RECEIVED
APR 14 1972

FOR FILING

7633

DATE April 12, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7633, Work Completed March 23, 1972

Project Ladd Canyon Sand Shed

Highway Old Oregon Trail County Union

Type of Work Building

Contractor Walt Rohde Construction Co.

Recommended acceptance date April 12, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission Meeting on May 16, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED

FOR FILING

7633

June 2, 1972

Insurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

A post-final payment for $700 will be made to Walt Rohde Construction Company on Contract No. 7633 for the Ladd Canyon Sand Shed on the Old Oregon Trail in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $30,479.61 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Walt Rohde Construction Co.
P. O. Box 702
Pendleton, Oregon 97801

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
W. E. Schwartz

7633

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ladd Canyon Sand Shed		WEEK ENDING: March 25, 1972
		SECTION PREFIX: 31-3254
HIGHWAY: Old Oregon Trail Highway		COUNTY: Union
NAME OF JOB: Ladd Canyon Sand Shed	KIND OF WORK: Building	
CONTRACTOR: Walt Rohde Construction Co.	CONTRACT NUMBER: 7633	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 2, 1971	DATE WORK STARTED: August 30, 1971	ESTIMATED COMPLETION DATE: April 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 90	WORK DAYS USED: CALENDAR DAYS USED: 104
PROJECT AUTHORIZATION: $ 35,140.05	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 112%
EXCLUSIVE OF ENGINEERING: $ 32,071.05	ENGINEERING AUTHORIZATION: $ 3,069.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 90%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 32,071.05	ENGINEERING COST TO DATE: $ 2401.00 This week: $66.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 78 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13554							
PERCENT	90%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Ptly. Cldy.	0		
MONDAY 20	Ptly.cldy.	1		
TUESDAY 21	Cldy.w/wind	1		
WEDNESDAY 22	Cldy. w/rain	1		
THURSDAY 23	Ptly. cldy.	1		
FRIDAY 24	Cldy. w/wind	1		
SATURDAY 18	Cldy w/rain	0		

RECEIVED
1972
CONSTRUCTION SECTION

Bond
Walker
Johnson
Litchfield

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity.
MONDAY 20	Roofers placing metal roofing on North side of building approx. ½ day before windy conditions curtailed work.
TUESDAY 21	Roofers placing metal roofing on North side of building, ran short of metal due to rejection of damaged material.
WEDNESDAY 22	Roofers completed nailing of remaining roofing xxx, roofing material on order to replace material rejected and to complete remainder of roof.
THURSDAY 23	No activity.
FRIDAY 24	No activity.
SATURDAY 18	No activity.

REMARKS

Status: Painting of building is complete. Roofing complete on South side of building and approx. 95% completed on North side of building.

Resume work order written effective 3/20/72 @ 8:00 AM.

RECEIVED
MAR 27 1972
BRIDGE DIVISION

SIGNED LOCATION : LaGrande

For: Joseph A. Schlieski

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
SEP 9 - 1971
FOR FILING

31-3254

7633

September 9, 1971

Walt Rohde Construction Company
P. O. Box 702
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7633 for the
Ladd Canyon Sand Shed on
the Old Oregon Trail in
Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Insurance Co. of North America
222 Sansome Street
San Francisco, California

Attention: Bond Department

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
Joseph Schliecki

RECEIVED
AUG 11 1971
FOR FILING

31-3254
7633

August 11, 1971

Walt Rohde Construction Company
P. O. Box 702
Pendleton, Oregon 97801

Gentlemen:

Enclosed are three copies of Contract No. 7633 for $30,690 awarded to you by the State Highway Commission on August 2, 1971, for the Ladd Canyon Sand Shed on the Old Oregon Trail in Union County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin August 23, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
Joseph Schlinski

13

BK-32-B (10-73)

UNITED STATES DISTRICT COURT

DISCHARGE OF BANKRUPT

For the ______________ District of Oregon

In re:

Name of Bankrupt	Bankruptcy Case Number	Date Petition Filed
X ALDRICH CONSTRUCTION CO., a Partnership composed of Patrick H. Aldrich and Dale S. Aldrich	B72-2983	October 16, 1972
X PATRICK H. ALDRICH	B72-2984	October 16, 1972
X NANCY M. ALDRICH	B72-2985	October 16, 1972
X DALE S. ALDRICH	B72-2986	October 16, 1972
X DARLENE M. ALDRICH	B72-2987	October 16, 1972
MARLAND GEORGE MAGNESS	B73-2215	July 27, 1973
KATHERINE CAROL MAGNESS	B73-2216	July 27, 1973
JEFFREY PAUL FABER	B74-470	February 13, 1974
KATHLEEN ANNE FABER	B74-471	February 13, 1974

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [or that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.

2. Any judgment heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.

3. All creditors whose debts are discharged by this order and all creditors whose judgments are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

DATED: December 10, 1974

	Name of Bankrupt	Number	Filed
X	ALDRICH CONSTRUCTION CO., a Partnership composed of Patrick H. Aldrich and Dale S. Aldrich	B72-2983	October 16, 1972
X	PATRICK H. ALDRICH	B72-2984	October 16, 1972
X	NANCY M. ALDRICH	B72-2985	October 16, 1972
X	DALE S. ALDRICH	B72-2986	October 16, 1972
X	DARLENE M. ALDRICH	B72-2987	October 16, 1972
	MARLAND GEORGE MAGNESS	B73-2215	July 27, 1973
	KATHERINE CAROL MAGNESS	B73-2216	July 27, 1973
	JEFFREY PAUL FABER	B74-470	February 13, 1974
	KATHLEEN ANNE FABER	B74-471	February 13, 1974

DISCHARGE OF BANKRUPT

It appearing that the person whose name is marked on the above list was duly adjudged a bankrupt on a petition filed on the date shown after his name and case number, and that no complaint objecting to his discharge was timely filed [or that a complaint objecting to his discharge was filed and, after due notice and hearing, was not sustained]; it is ordered that

1. The bankrupt whose name is marked on the above list is released from all dischargeable debts.

2. Any judgment heretofore or hereafter obtained in any court other than this court is null and void as a determination of the personal liability of the said bankrupt with respect to any of the following: (a) debts dischargeable under § 17a and b of the Bankruptcy Act; (b) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clauses (2) and (4) of § 17a of the Act; (c) unless heretofore or hereafter determined by order of this court to be nondischargeable, debts alleged to be excepted from discharge under clause (8) of § 17a of the Act, except those debts on which there was an action pending on the date when the petition was filed as specified above in which a right to jury trial existed and a party has made a timely demand therefor or has submitted to this court a signed statement of intention to make such a demand; (d) debts determined by this court to be discharged under § 17c(3) of the Act.

3. All creditors whose debts are discharged by this order and all creditors whose judgments are declared null and void by paragraph 2 above are enjoined from instituting or continuing any action or employing any process to collect such debts as personal liabilities of the bankrupt whose name is marked on the above list.

DATED: December 10, 1974

FOLGER JOHNSON,
Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon97204

TO CREDITORS:
ONLY THE BANKRUPT WHOSE NAME IS MARKED ABOVE HAS LISTED YOU AS A CREDITOR

B.O.F. 29-8

UNITED STATES DISTRICT COURT

for the ______ District of Oregon

In re

Consolidated Estates of
DALE S. ALDRICH and
DARLENE M. ALDRICH

Bankrupt*

Bankruptcy Nos. B72-2986-B72-2987

ORDER FOR FINAL MEETING OF CREDITORS AND NOTICE OF FILING OF FINAL ACCOUNT[S] OF TRUSTEE [AND RECEIVER] AND OF FINAL MEETING OF CREDITORS [AND OF HEARING ON ABANDONMENT OF PROPERTY BY THE TRUSTEE]

To the creditors:

The final report[s] and account[s] of the trustee [if appropriate: and of the receiver] in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Courtroom No. 1, Third Floor, Pioneer Courthouse, 520 S.W.Morrison Portland, Oregon, on December 23, 1974 at 10:45 o'clock a .m., for the purpose [as appropriate] of examining and passing on the report[s] and account[s], acting on applications for allowances, and transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

Applicants	Commissions or Fees	Expenses
	$	$
Receiver		
Everette H. Williams	$ 150.00	$ 10.00
Trustee		
	$	$
Attorney for Bankrupt		
	$	$
Attorney for Receiver		
Ronald A. Watson	$ 250.00	$
Attorney for Trustee		
	$	$
Attorney for Petitioning Creditors		
	$	$

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $ 1161.29, and total disbursements of $ 55.00. The balance on hand is $ 1106.29

In addition to expenses of administration as may be allowed by the court, liens and priority claims totaling $844.86*, must be paid in advance of any dividend to general creditors.

Claims of general creditors totaling $ 41,757.88 have been allowed.

[If appropriate] The trustee's application to abandon the following property will be heard and acted upon at the meeting:

DARLENE M. ALDRICH

Bankruptcy Nos. B72-2986-B72-2987

Bankrupt*

ORDER FOR FINAL MEETING OF CREDITORS AND NOTICE OF FILING OF FINAL ACCOUNT[S] OF TRUSTEE [AND RECEIVER] AND OF FINAL MEETING OF CREDITORS [AND OF HEARING ON ABANDONMENT OF PROPERTY BY THE TRUSTEE]

To the creditors:

The final report[s] and account[s] of the trustee [if appropriate: and of the receiver] in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Courtroom No. 1, Third Floor, Pioneer Courthouse, 520 S.W.Morrison Portland, Oregon, on December 23, 1974 at 10:45 o'clock a .m., for the purpose [as appropriate] of examining and passing on the report[s] and account[s], acting on applications for allowances, and transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

Applicants	Commissions or Fees	Expenses
Receiver	$	$
Everette H. Williams Trustee	$ 150.00	$ 10.00
Attorney for Bankrupt	$	$
Attorney for Receiver	$	$
Ronald A. Watson Attorney for Trustee	$ 250.00	$
Attorney for Petitioning Creditors	$	$
	$	$

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $ 1161.29, and total disbursements of $ 55.00. The balance on hand is $ 1106.29

In addition to expenses of administration as may be allowed by the court, liens and priority claims totaling $844.86*, must be paid in advance of any dividend to general creditors.

Claims of general creditors totaling $ 41,757.88 have been allowed.

[If appropriate] The trustee's application to abandon the following property will be heard and acted upon at the meeting:

The bankrupts have been discharged.
Time for filing claims herein has expired.

Dated: December 10, 1974

*Objection filed.

FOLGER JOHNSON
Bankruptcy Judge
313 Pioneer Courthouse
Portland, Oregon 97204

---

*Include all names used by bankrupt within last 6 years.

B.O.F. 29-B

UNITED STATES DISTRICT COURT

for the ______ District of Oregon

In re

Consolidated Estates of
PATRICK H. ALDRICH and
NANCY M. ALDRICH

Bankrupt*

Bankruptcy Nos. B72-2984-B72-2985

ORDER FOR FINAL MEETING OF CREDITORS AND NOTICE OF FILING OF FINAL ACCOUNT[S] OF TRUSTEE [AND RECEIVER] AND OF FINAL MEETING OF CREDITORS [AND OF HEARING ON ABANDONMENT OF PROPERTY BY THE TRUSTEE]

To the creditors:

The final report[s] and account[s] of the trustee [if appropriate: and of the receiver] in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Courtroom No. 1, Pioneer Courthouse, 520 S. W. Morrison, Third Floo Portland, Oregon, on December 23, 1974 at 10:45 o'clock a .m., for the purpose [as appropriate] of examining and passing on the report[s] and account[s], acting on applications for allowances, and transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

Applicants	Commissions or Fees	Expenses
Receiver	$	$
Everette H. Williams Trustee	$ 150.00	$ 10.00
Attorney for Bankrupt	$	$
Attorney for Receiver	$	$
Ronald A. Watson Attorney for Trustee	$ 250.00	$
Attorney for Petitioning Creditors	$	$
	$	$

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $ 1010.90, and total disbursements of $ -0-. The balance on hand is $ 1010.90

In addition to expenses of administration as may be allowed by the court, liens and priority claims totaling $ 844.66*, must be paid in advance of any dividend to general creditors.

Claims of general creditors totaling $ 42,566.66 have been allowed.

[If appropriate] The trustee's application to abandon the following property will be heard an acted upon at the meeting:

Bankrupt*

ORDER FOR FINAL MEETING OF CREDITORS AND NOTICE OF FILING OF FINAL ACCOUNT[S] OF TRUSTEE [AND RECEIVER] AND OF FINAL MEETING OF CREDITORS [AND OF HEARING ON ABANDONMENT OF PROPERTY BY THE TRUSTEE]

To the creditors:

The final report[s] and account[s] of the trustee [if appropriate: and of the receiver] in this case having been filed,

It is ordered, and notice is hereby given, that the final meeting of creditors will be held at Courtroom No. 1, Pioneer Courthouse, 520 S. W. Morrison, Third Floo Portland, Oregon , on December 23, 1974 at 10:45 o'clock a .m., for the purpose [as appropriate] of examining and passing on the report[s] and account[s], acting on applications for allowances, and transacting such other business as may properly come before the meeting. Attendance by creditors is welcomed but not required.

The following applications for allowances have been filed:

Applicants	Commissions or Fees	Expenses
Receiver	$	$
Everette H. Williams Trustee	$ 150.00	$ 10.00
Attorney for Bankrupt	$	$
Attorney for Receiver	$	$
Ronald A. Watson Attorney for Trustee	$ 250.00	$
Attorney for Petitioning Creditors	$	$
	$	$

Creditors may be heard before the allowances are determined.

The account of the trustee shows total receipts of $ 1010.90 , and total disbursements of $ -0- . The balance on hand is $ 1010.90

In addition to expenses of administration as may be allowed by the court, liens and priority claims totaling $ 844.66*, must be paid in advance of any dividend to general creditors.

Claims of general creditors totaling $ 42,566.66 have been allowed.

[If appropriate] The trustee's application to abandon the following property will be heard an acted upon at the meeting:

The bankrupts have been discharged.
Time for filing claims herein has expired.

Dated: December 10, 1974

*Objection filed.

FOLGER JOHNSON
Bankruptcy Judge
313 Pioneer Courthous
Portland, Oregon 9720

*Include all names used by bankrupt within last 6 years.

#7634 STATE COPY (Coulter)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

WASH DC (HHO-32)
OSHD (Coulter)

7-9-74

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. SU-508(6)	2. COUNTY Washington	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Improvement of the drainage system crossing Murray Blvd.

7-10-74

NOTED
H.S. COULTER

5. CONTRACTOR'S NAME Aldrich Construction Co.	6. CONTRACT AMOUNT $33,767.76

COPY SENT
JUL 10 1974
Washington

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official)

TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

The contractor defaulted on this contract and work was completed by others on a negotiated basis and State Forces.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
Y007				

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY W N Bryant, Area Engineer	11. DATE OF INSPECTION 10-3-72

12. IN COMPANY WITH
Al Harwood, Regional Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		16. SIGNATURE E. J. Valach Original signed by G. K. Hossner Dist. Engineer	
14. TITLE Area Engineer	15. DATE 7/9/74	17. TITLE District Engineer	DATE JUL 10 1974

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

7634

February 1, 1973

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey
V. E. Skoog "
V. L. Gallagher "
L. W. Rulien "

Mr. Leslie B. Hampton
Assistant Attorney General
Trial Division
Department of Justice
100 State Office Building
Salem, OR 97310

Dear Mr. Hampton:

United Pacific Insurance
Company v. State, et al
Case No. 381-313 (L-6759)
Contract No. 7634

I have a copy of your December 27 letter addressed to Mr. V. E. Skoog forwarding a check in the amount of $10,472.09 covering the State's share of the $33,767.76 paid into court by the United Pacific Insurance Company in the case which arose from the default by Aldrich Brothers in their performance under the above-mentioned contract.

Enclosed is a summary of payments by the State Highway Division to the contractor, together with the retainage and liquidated damages withheld indicating a net payment to the contractor of $20,888.63.

Also enclosed is a summary of expenditures by the Highway Division which indicates an actual cost after payment by the insurance company of $26,152.40 and a total project cost including actual engineering of $29,231.47.

It is recommended that no further claims be filed and that no liquidated damages be claimed.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja
Enc.

FORM 2-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1973

SUBJECT: Murray Blvd. At S. Fork Beaverton Creek
Contract No. 7634
Contractor Default

To: A. E. Johnson
Deputy State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

You requested an accurate summary of the expenditures on this project. We have prepared the attached statement with the assistance of the Contract Payments Unit. This shows that we completed the project for a direct cost of $26,152.40 compared to a contracted price of $33,767.76 for the same work.

Another way of stating this is that even though the State paid $15,735.86 to complete the work after the contractor defaulted, we would have paid $10,590.74 of this to the contractor if he had done the work. At that point, of course, the State shows a loss of $5,145.12 on the deal. But then, we get credit from the court of $10,472.09 of funds from the bonding company. In addition, we retained the 5 percent retainage fund and 12 days liquidated damages, both of which represent earnings by the contractor but which he never received.

Eighty calendar days were allowed under the contract for completion and these elapsed November 18, 1971. At that time, the contract was only 38 percent complete. Then December 1, the time count went into the winter dormant period with 12 days liquidated damages accrued. The time count resumed March 1, 1972 and the contractor worked intermittently up to about May 6 at which time 75 percent of the project was considered complete, with 159 days counted or 79 days theoretical liquidated damages, but there were no further progress payments from which to make deduction for this. The inability of the Aldrich firm to complete the project became apparent in mid-May of 1972. Time elapsed after that while the bonding company reviewed the status of the project, then went to the courts, and the State then required some time to get quotations to finish and actually accomplish the remaining work. The completion date of record is October 5, 1972 with 308 days counted or 228 days theoretically of liquidated damages.

I agree with Mr. Rulien's recommendation that we not attempt to collect additional liquidated damages. We could not show the loss. Our engineering underrun and the very nature of the project did not produce much of an economic benefit to traffic.

JAB:fw
Enc.
cc V. L. Gallagher

MURRAY BLVD. AT S. FORK BEAVERTON CREEK
CONTRACT NO. 7634

Project Authorization	
Bid Item 1, Traffic Protection	$ 6,410.00
Bid Item 2, Drainage Structure	27,537.76
Contract amount	$33,767.76
Plus Anticipated items	
Flagging	$ 250.00
Temp. Erosion Control	500.00
Contingencies	1,553.30
Engineering	3,451.78
Total Project Authorization	$39,522.84

Completed by Contractor		
	78.31%	$ 5,019.67
	66.37%	18,157.35
Earned by contractor		$23,177.02
-5%Retained		- $ 1,688.39
- 12 days liquidated damages @ $50 per day		- 600.00
Net paid to contractor		$20,888.63

Completed by State	
SFO No. 1	$15,735.86 *
Net paid by State	$36,624.49
- Reimbursement from bonding company via court	- 10,472.09
Actual Cost	$26,152.40
+ Actual Engineering	3,079.07 **
Total project cost	$29,231.47

* $ 946.32 by State forces (per 12/31/72 cost summary)
14,789.54 by others - negotiated (see attached)
$15,735.86

** Per 12/31/72 Cost Summary.

MURRAY BLVD. AT S. FORK BEAVERTON CREEK
CONTRACT NO. 7634

(a) Concrete Work (Headwalls) Lord Bros. Agreement 151-72	$ 5,540.60
(b) Replace Missing Rebar. Mercer Industries	47.32
(c) Pave Top Lift. Cascade Const. Co.	946.32
(d) Excavate, Backfill, Pump, Clean-up job site, etc. Lord Bros. (Extra Work)	8,255.30
Total	$14,789.54

Above from Resident Engineer's Statement of Overruns and Underruns.

12-31-72 Cost Summary (data processed) shows $14,640.59 for this.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE January 3, 1973

TO A. E. JOHNSON
Assistant Highway Engineer

FROM L. W. RULIEN
Regional Engineer

SUBJECT Contract 7634
Aldrich Construction Company
Murray Blvd. @ S. Fork Beaverton Creek

By letter of December 27, 1972, Les Hampton to Vern Skoog, the question is raised as to what further action on our part would be advisable and supportable to make claim for further compensation from the Aldrich Construction Company for liquidated damages. I have been unable to date to come up with an actual balance sheet on this project, however, my rough mathematics would indicate the following:

Original contract amount + or -	$34,000
Payment to Aldrich before bankruptcy + or -	$21,000
Payments to others for project completion + or -	$15,000
Payment to us from performance bond + or -	$10,000

A perusal of these figures indicates that we have an investment in the now completed project of about $26,000. Consequently, work-wise we are $7,000 to the good. We had a total liquidated damage assessment against this job of about $9,000. That means that we have as of this date received about $7,000 of the $9,000 liquidated damages. Considering the unfortunate circumstances of our prime contractor, and the difficulties that he has experienced in having to go through bankruptcy, and considering the relatively high percentage of the project that the liquidated damages represents, I would recommend we not make any further claim for liquidated damages.

LWR/cr
cc C. T. Keasey

RECEIVED
JAN 4 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

December 27, 1972

RECEIVED
STATE HWY ENGR
DEC 27 '72
REFER TO
FOR

Info	Inves	R/D	DIR	Sign	Act	File

Noted
F. B. KLABOE

Mr. V. E. Skoog
Controller
434 State Highway Building
Salem, Oregon 97310

Re: United Pacific Insurance
Company v. State, et al
Case No. 381-313 (L-6759)
(Contract No. 7634)

Dear Mr. Skoog:

I forward herewith the check in the amount of $10,472.09 from the Multnomah County clerk of the court covering the State's share of the $33,767.76 paid into court by the United Pacific Insurance Company.

As you will recall, this case arose from the default by Aldrich Brothers in their performance under the above-mentioned contract. The bonding company filed this case and deposited the entire amount of their bond with the clerk of the court. Legal research revealed that the company's liability was limited to the face amount of the bond. All of the wage and material claimants were also defendants in this proceeding. Here again, under the Oregon statutes the wage and material claimants have priority over the State in the satisfaction of their claims. All of said claims have been paid and this check represents the balance.

Aldrich Construction Company is now bankrupt and has filed bankruptcy in the United States District Court. We will want to file a claim in bankruptcy court for the balance of our damages arising from the contractor's default in this case. There are two basic elements involved. The first is the excess of our contract payments, and completion costs over and above the contract amount with credit for the $10,472.09. The second element is to consider liquidated damages for the delay in completion beyond the contract date.

We cannot claim the total time delay because of the extensive period relative to the size of the contract and the question of how important it was to complete the work as scheduled. However, we can claim a reasonable amount of liquidated damages under the circumstances of this case. The probable basic test is "what would be a reasonable length of time to recontract the unfinished work, plus the reasonable length of time to complete the same?"

When the necessary data has been assembled, we will put it in the appropriate form and file it with the District Court.

Very truly yours,

LEE JOHNSON
Attorney General

Leslie B Hampton
Leslie B. Hampton
Assistant Attorney General
Trial Division

LBH:jm
cc: John Moore
L. I. Lindas
F. B. Klaboe
C. T. Keasey
John Bond
L. W. Rulien
J. W. MacNamee

RECEIVED
DEC 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. McCULLOCH
FRANK C. McKINNEY
EARL M. PRESTON
R. [illegible] ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
DEC 29 1972
FOR FILING

7634

December 27, 1972

RECEIVED
STATE HWY ENGR
DEC 27 '72
REFER TO
FOR
Info | Inves | R/D | D/R | [illegible] | Act | File

F. B. KLABOE

Mr. V. E. Skoog
Controller
434 State Highway Building
Salem, Oregon 97310

Re: United Pacific Insurance
Company v. State, et al
Case No. 381-313 (L-6759)
(Contract No. 7634)

Dear Mr. Skoog:

I forward herewith the check in the amount of $10,472.09 from the Multnomah County clerk of the court covering the State's share of the $33,767.76 paid into court by the United Pacific Insurance Company.

As you will recall, this case arose from the default by Aldrich Brothers in their performance under the above-mentioned contract. The bonding company filed this case and deposited the entire amount of their bond with the clerk of the court. Legal research revealed that the company's liability was limited to the face amount of the bond. All of the wage and material claimants were also defendants in this proceeding. Here again, under the Oregon statutes the wage and material claimants have priority over the State in the satisfaction of their claims. All of said claims have been paid and this check represents the balance.

Aldrich Construction Company is now bankrupt and has filed bankruptcy in the United States District Court. We will want to file a claim in bankruptcy court for the balance of our damages arising from the contractor's default in this case. There are two basic elements involved. The first is the excess of our contract payments, and completion costs over and above the contract amount with credit for the $10,472.09. The second element is to consider liquidated damages for the delay in completion beyond the contract date.

12-28-72
Johnson
answer

We cannot claim the total time delay because of the extensive period relative to the size of the contract and the question of how important it was to complete the work as scheduled. However, we can claim a reasonable amount of liquidated damages under the circumstances of this case. The probable basic test is "what would be a reasonable length of time to recontract the unfinished work, plus the reasonable length of time to complete the same?"

When the necessary data has been assembled, we will put it in the appropriate form and file it with the District Court.

Very truly yours,

LEE JOHNSON
Attorney General

Leslie B Hampton

Leslie B. Hampton
Assistant Attorney General
Trial Division

LBH:jm
cc: John Moore
L. I. Lindas
F. B. Klaboe
C. T. Keasey
John Bond
L. W. Rulien
J. W. MacNamee

#7634

5

FORM [illegible]

ORFGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Murray Blvd. at S. Fork Beaverton Creek

WEEK ENDING: November 11, 1972

SECTION PREFIX: 534-1053

HIGHWAY: FAS 630 (Murray Blvd.)

COUNTY: Washington

NAME OF JOB: Murray Blvd. at S. Fork Beaverton Creek

KIND OF WORK: Drainage Structure

CONTRACTOR: Aldrich Construction Company

CONTRACT NUMBER: 7634

FEDERAL AID PROJECT NUMBER: SU-508(6)

DATE OF CONTRACT: August 19, 1971

DATE WORK STARTED: Sept. 13, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 80

CALENDAR DAYS USED: 308

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 385

PROJECT AUTHORIZATION: $ 39,522.84

EXCLUSIVE OF ENGINEERING: $ 36,071.06

ENGINEERING AUTHORIZATION: $ 3,451.78

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 37,909.36 ~~[illegible]~~

ENGINEERING COST TO DATE: $ 3,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 111

ESTIMATED PERCENT OVERRUN ~~XXXXXXXX~~: 5 ~~XX~~ %

PERCENT OF AUTHORIZATION: 107 %

DATE PROJECT WAS COMPLETED: October 5, 1972

Semi-final submitted Nov. 10, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.02	0.02			
MILES PARTIALLY COMPLETED					0.02
MILES COMPLETED	0.02	0.02			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,000	350			0.02
TOTAL QUANTITIES CORRECTED TO DATE	3,000	350			60
ESTIMATED QUANTITIES MOVED OR PLACED TO DAT.	3,000	350			120
AVERAGE DAILY QUANTITIES					120
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Cloudy			
MONDAY 6	Showers			
TUESDAY 7	"			
WEDNESDAY 8	"			
THURSDAY 9	"			
FRIDAY 3	"			
SATURDAY 4	"			

RECEIVED
NOV 13 1972
CONSTRUCTION
SECTION

Kopping
Kossey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 3	
SATURDAY 4	

REMARKS

Project completed October 5, 1972
Semi-final Estimate submitted to Region I office November 10, 1972

SIGNED

LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT [illegible] 1972

FORM 6-56 (REV. [illegible])

7634

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1972

SUBJECT: Aldrich Construction Co.
Bankrupt Notice

To: C. W. Head
Commission Secretary

BUILDING

RECEIVED
STATE HWY ENGR
OCT 27 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Accounting records show no amounts receivable from the bankrupts noted on the attached notice but do reveal that Aldrich Construction Company holds Contract #7634 on which final payment has not yet been made.

NOTED
F. B. KLABOE

V. E. Skoog
Controller

By:

D B Taylor

D. B. Taylor
Assistant Controller

DBT:bg
Attachment

cc: F. B. Klaboe ✓
C. T. Keasey
L. H. Young
L. W. Rulien

Cont. [illegible]

UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF OREGON

In the Matter of ALDRICH CONSTRUCTION CO., an Oregon corporation, Bankrupt.	)	No. B72-2982 Tax ID# 93-0592556
In the Matter of ALDRICH CONSTRUCTION CO. a partnership composed of Patrick H. Aldrich and Dale S. Aldrich, Bankrupt.	)	No. B72-2983 Tax ID# 93-0592556
In the Matter of PATRICK H. ALDRICH, Bankrupt.	)	No. B72-2984 Soc.Sec.#544-38-4603
In the Matter of NANCY M. ALDRICH, Bankrupt.	)	No. B72-2985 Soc.Sec.# 541-42-1797
In the Matter of DALE S. ALDRICH, Bankrupt.	)	No. B72-2986 Soc.Sec.# 543-38-7556
In the Matter of DARLENE M. ALDRICH, Bankrupt.	)	B72-2987 Soc.Sec.#543-44-1542

NOTICE OF FIRST MEETING OF CREDITORS AND NOTICE OF ORDERS FIXING TIME FOR FILING OBJECTIONS TO DISCHARGE AND APPLICATIONS TO DETERMINE THE DISCHARGEABILITY OF DEBTS

TO THE CREDITORS OF ALDRICH CONSTRUCTION CO., an Oregon corp. and ALDRICH CONSTRUCTION CO., a partnership, doing business at 725 N.E. 192nd Avenue, Portland, Multnomah County, Oregon; and PATRICK H. ALDRICH and NANCY M. ALDRICH, individually, residing at 725 N.E. 192nd Avenue, Portland, Multnomah County, Oregon; and DALE S. ALDRICH and DARLENE M. ALDRICH, individually, residing at Rt. 4 Box 331 E, Sherwood, Washington County, Oregon; Bankrupts:

NOTICE IS HEREBY GIVEN that the above-named bankrupts were adjudged bankrupts on petitions filed by them on October 16, 1972, and that the first meeting of their creditors will be held in Room 521, United States Court House, S.W. Broadway and Main Streets, in Portland, Oregon on November 9, 1972, at 9:00 o'clock in the forenoon, at which place and time the said creditors may attend, prove their claims, appoint a trustee, appoint a committee of creditors, examine the bankrupts and transact such other business as may properly come before said meeting.

NOTICE IS ALSO HEREBY GIVEN that on the 26th day of October, 1972, Avenue, Portland, Multnomah County, Oregon; and DALE S. ALDRICH and DARLENE M. ALDRICH, individually, residing at Rt. 4 Box 331 E, Sherwood, Washington County, Oregon; Bankrupts:

NOTICE IS HEREBY GIVEN that the above-named bankrupts were adjudged bankrupts on petitions filed by them on October 16, 1972, and that the first meeting of their creditors will be held in Room 521, United States Court House, S.W. Broadway and Main Streets, in Portland, Oregon on November 9, 1972, at 9:00 o'clock in the forenoon, at which place and time the said creditors may attend, prove their claims, appoint a trustee, appoint a committee of creditors, examine the bankrupts and transact such other business as may properly come before said meeting.

NOTICE IS ALSO HEREBY GIVEN that on the 26th day of October, 1972, orders were made in the proceedings of Aldrich Construction Co. a partnership, Patrick M. Aldrich, Nancy M. Aldrich, Dale S. Aldrich, and Darlene M. Aldrich fixing the 9th day of January, 1973, as the last day for the filing of objections to the discharges of said bankrupts, and fixing the same date as the last day for the filing of applications, as provided in Section 17c(2) of the Bankruptcy Act, to determine the dischargeability of debts claimed to be nondischargeable pursuant to clause (2), (4), and (8) of Section 17a of the Bankruptcy Act.

DATED at Portland, Oregon, this 26th day of October, 1972.

Referee in Bankruptcy
519 U.S. Court House
Portland, Oregon 97205

Claims [illegible] claims must be filed
within [illegible] after the date of the
first meeting. [illegible] may be mailed to
the Referee's [illegible] Portland office.

In the Matter of)
) Soc.Sec.# 541-42-1797
NANCY M. ALDRICH, Bankrupt.)

) No. B72-2986
In the Matter of)
) Soc.Sec.# 543-38-7556
DALE S. ALDRICH, Bankrupt.)

) B72-2987
In the Matter of)
) Soc.Sec.#543-44-1542
DARLENE M. ALDRICH, Bankrupt.)

NOTICE OF FIRST MEETING OF CREDITORS AND NOTICE OF ORDERS FIXING TIME FOR FILING OBJECTIONS TO DISCHARGE AND APPLICATIONS TO DETERMINE THE DISCHARGEABILITY OF DEBTS

TO THE CREDITORS OF ALDRICH CONSTRUCTION CO., an Oregon corp. and ALDRICH CONSTRUCTION CO., a partnership, doing business at 725 N.E. 192nd Avenue, Portland, Multnomah County, Oregon; and PATRICK H. ALDRICH and NANCY M. ALDRICH, individually, residing at 725 N.E. 192nd Avenue, Portland, Multnomah County, Oregon; and DALE S. ALDRICH and DARLENE M. ALDRICH, individually, residing at Rt. 4 Box 331 E, Sherwood, Washington County, Oregon; Bankrupts:

NOTICE IS HEREBY GIVEN that the above-named bankrupts were adjudged bankrupts on petitions filed by them on October 16, 1972, and that the first meeting of their creditors will be held in Room 521, United States Court House, S.W. Broadway and Main Streets, in Portland, Oregon on November 9, 1972, at 9:00 o'clock in the forenoon, at which place and time the said creditors may attend, prove their claims, appoint a trustee, appoint a committee of creditors, examine the bankrupts and transact such other business as may properly come before said meeting.

NOTICE IS ALSO HEREBY GIVEN that on the 26th day of October, 1972, orders were made in the proceedings of Aldrich Construction Co. a partnership, Patrick H. Aldrich, Nancy M. Aldrich, Dale S. Aldrich, and Darlene M. Aldrich fixing the 9th day of January, 1973, as the last day for the filing of objections to the discharges of said bankrupts, and fixing the same date as the last day for the filing of applications, as provided in Section 17c(2) of the Bankruptcy Act, to determine the dischargeability of debts claimed to be nondischargeable pursuant to clause (2), (4), or (8) of Section 17a of the Bankruptcy Act.

DATED at Portland, Oregon, this 26th day of October, 1972.

Referee in Bankruptcy
519 U.S. Court House
Portland, Oregon 97205

Claims on proper forms must be filed within 6 months after the date of the first meeting. Claims may be mailed to the Referee at his Portland office.

5

RECEIVED
OCT 10 1972
FOR FILING

7634

October 10, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Attention: Jon E. Harris
Vice President

Gentlemen:

This is in reply to your letter of September 22 advising us that you still have an outstanding balance of $870.50 for materials furnished on the Aldrich Construction Co. Contract No. 7634 in Washington County.

Our records reveal that your claim was received in this office and was filed with the Secretary of State on August 3, 1972, (Secretary of State File No. 4705). This action will protect your claim under the bond. We also notified the United Pacific Insurance Company and Aldrich Construction Co.

A copy of your September 22 letter is being forwarded to the surety so they will know your claim is still unpaid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:flm

cc Aldrich Const. Co.
United Pacific Insurance Co.

Cascade Construction Company
General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

September 22, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query
Secretary

RE: Aldrich Construction Company
Contract No. 7634

Gentlemen:

In reviewing my accounts receivable ledger I see that I still have an outstanding balance of $870.50 for materials of which I informed you in July of 1972. It would seem that that project should now be complete and we are of course very interested in not only receiving our funds but also the current status of the State Highway Department's problem with United Pacific Insurance Co.

If I have directed this correspondence to the wrong office I would appreciate your informing me of the correct department, but we are of course interested in receiving payment.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM/jle

RECEIVED
SEP 25 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

RECEIVED
AUG 29 1972
FOR FILING

7634

August 25, 1972

TO C. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. SU-508(6)

FROM George H. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programming Engineer

SUBJECT Request Change Order Approval

Contract 7634 State Force Order No. 1

Project Murray Blvd. at South Fork Beaverton Creek

Highway FAS 630 (S.W. 145th Ave.)

County Washington

The order covers completion of the construction project by State Forces and/or hiring of local contractors. The tentative plan for completing the work includes paving, excavation and shaping and concrete work to be done by local contractors, and trimming culvert ends and patching to be done by State Forces. It is the public's interest for the work to be performed on this basis due to the original contractors defaulting and not being able to complete the work.

This work conforms to the requirements of FPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this order is $15,000 with Federal participation of $9,000. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 7, 1972.

Your approval as of August 7, 1972 is requested.

Attachments

JK:js

RECEIVED
AUG 1[illegible] 1972

S file

Claim 470

FILED
AUG 14 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

7634

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 11, 1972

Becker & Sipproll
Attorneys at Law
407 Yeon Building
522 S.W. 5th Avenue
Portland, Oregon 97204

Attention: Millard M. Becker

Gentlemen:

This is to acknowledge receipt of your letter of August 10 and attached Notice of Claim on behalf of your client, L. H. Cobb Crushed Rock, stating that Aldrich Construction Company owes them for material in the amount of $1,487.28 plus interest.

This appears to be in reference to the Aldrich Construction Company Contract No. 7634 for drainage structure on Murray Boulevard at South Fork Beaverton Creek on FAS 630 (S.W. 145th Avenue) in Washington County.

The United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aldrich Construction Co.
725 N.E. 192nd
Portland, Oregon 97230

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc James W. McNamee
Commission

RECEIVED
AUG 16 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

Secretary of State - Please acknowledge ✓
receipt of the attached claim on the
enclosed copy of this letter.

BECKER & SIPPRELL
ATTORNEYS AT LAW
407 YEON BUILDING
522 S.W. 5th AVENUE
PORTLAND, OREGON 97204

MILLARD M. BECKER
RALPH C. SIPPRELL

TELEPHONE
226-1162

August 10, 1972

CERTIFIED MAIL
Return Receipt Requested

Mr. Floyd Query, Clerk
State Highway Division
State of Oregon
121 State Highway Bldg.
Salem, Oregon 97310

RE: Contract No. 7634 - construction work known as FAS630 (S. W. 145th Avenue, Murray Blvd. at South Fork, Beaverton Creek, for drainage structure)

Gentlemen:

I represent L. H. Cobb dba L. H. Cobb Crushed Rock who delivered rock products to the above mentioned construction site at the request of Aldrich Construction Company. Enclosed herewith is a notice of claim under oath, dated August 7, 1972, signed by my client L. H. Cobb making claim for the unpaid balance for the materials furnished. Would you please acknowledge receipt of this claim by letter showing the date of receipt.

I am also sending a duplicate signed copy of the notice of claim to the State Highway Division at Tigard, Oregon, to the attention of Mr. James W. McNamee.

Very truly yours,

BECKER & SIPPRELL

Millard M. Becker

lh
Enc.

cc: State Highway Division
Region 1, P. O. Box 23324
Tigard, Oregon 97223
ATTN: Mr. James W. McNamee
w/copy of notice of claim

cc: L. H. Cobb dba L. H. Cobb Crushed Rock

RECEIVED
AUG 11 1972
OREGON
STATE HIGHWAY COMMISSION

Floyd Query

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: State of Oregon by and through the State Highway Division, (State Highway Commission), 121 State Highway Building, Salem, Oregon, 97310

Notice is hereby given that the undersigned, L. H. COBB, dba L. H. COBB CRUSHED ROCK, has a claim for material described as rock products furnished by claimant for construction of certain work known as FAS630 (S. W. 145th Avenue) Murray Boulevard at South Fork, Beaverton Creek, for a drainage structure in Washington County, Oregon, contract No. 7634, and on or about and between November 8, 1971 and April 29, 1972 at the special instance and request of Aldrich Construction Company furnished rock products for the aforesaid project, contract and location, in the sum of $1,987.28. There has been paid on said indebtedness the sum of $500.00 leaving a balance due and owing at this time of $1,487.28 with interest thereon at the rate of 6% per annum from April 29, 1972 until paid.

Said sum is entirely due and unpaid and claimant asserts a claim for said sum against Aldrich Construction Company as principal and United Pacific Insurance Company as surety for said sums.

Six months have not passed since acceptance of the work by the State of Oregon by and through the State Highway Division.

Dated this 7th day of August, 1972.

L H Cobb

L. H. Cobb

STATE OF OREGON)
) ss.
County of Washington)

I, L. H. COBB, being duly sworn do depose and say:

That I am the claimant named in the foregoing notice of claim and that the foregoing claim is true as I verily believe.

L H Cobb
L. H. Cobb

Subscribed and sworn to before me this 7TH day of August, 1972.

Alfred Allen
Notary Public for Oregon
My commission expires: 5/22/73

RECEIVED
AUG 4 - 1972

R FILING

7634

Genl file . 5

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

Contr. 7634
Murray Blvd & S. Fork Beav. Creek

August 2, 1972

Mr. Paul R. Meyer
Kobin & Meyer
Attorneys at Law
Suite 800
610 S. W. Alder Street
Portland, Oregon 97205

NOTED
A. E. JOHNSON

Re: United Pacific Insurance Co. v. State of Oregon, et al
Circuit Court, Multnomah County, No. 381313
(L-6759)

Dear Mr. Meyer:

Upon my return to the office from vacation, I learned that the above-mentioned case had been assigned to me for further handling. I talked to Mr. Kobin by telephone with the request that I have additional time within which to make an appearance herein. He was kind enough to extend my time for appearance until further notice from your office.

I noted in the file that Mr. Lindas had not specifically replied to your letter of June 23, 1972. However, from prior correspondence between our respective clients and specifically from ~~in~~ Mr. Lindas' letter of June 13, 1972, directed to your client, United Pacific Insurance Company, the State's position has been made clear. We do not concur that the liability of your client is limited to the face amount of the bond.

Your client's basic responsibility was to step in and to complete the contract or to pay the State of Oregon the cost of doing so. Because of your client's failure to complete the contract, the State will proceed to complete the work outlined in this contract. We will look to your client for any costs or damages to the State of Oregon.

RECEIVED
AUG 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

When I have completed my study of the facts, I will file an appearance herein.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General and
Counsel to the State Highway
Commission.

By__________________________
Leslie B. Hampton
Assistant Attorney General

LBH:ph

cc: L. I. Lindas
F. B. Klaboe
✓A. E. Johnson
C. T. Keasey
L. W. Rulien
J. W. MacNamee

5

RECEIVED
[illegible]
FOR FILING

Claim 4705

FILED
AUG 3 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

7634

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 2, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

NOTED ON CARD
8-16-72 kl

Gentlemen:

This is to acknowledge receipt of your letter of July 31 advising us that Aldrich Construction Company owes you $870.50 for materials as of July 31, 1972.

From the description given in your letter, this appears to be in reference to the Aldrich Construction Company Contract No. 7634 for a drainage structure on Murray Boulevard at South Fork Beaverton Creek of FAS 630 (S. W. 145th Avenue) in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Co.
Aldrich Construction Company ✓

bc Hon Clay Myers _ Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Clé

Cascade Construction Company
General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-F121

July 31, 1972

Oregon State Highway Commission
Highway Building, Room 121
Salem, Oregon 97210

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Cascade Construction Company, Inc. had a subcontract with Aldrich Construction Company to do certain paving for Oregon State Highway Department Contract #7634 (FAS 630, S.W. 145th Avenue, Murray Blvd. at S. Fork Beaverton Creek). Cascade's contract with Aldrich was a lump sum contract for $2270.00 based upon an estimated asphalt quantity of 119 tons. Cascade did deliver and apply 75.358 tons of asphalt for which the following amount is still due and owing:

Work completed 75.358 tons	$1,438.00
Payments received on account	567.50
Balance due as of July 31, 1972	$ 870.50

Cascade has notified United Pacific Insurance Company of its claim and Cascade is included in their cause of suit filed in June of 1972. Your help in obtaining release of funds due would be appreciated.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

NOTED
FLOYD QUERY

JEMjle

2cc: Mr. James W. McNamee
Mr. John W. Holden

RECEIVED
AUG 1 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
AUG 4 1972

FOR FILING

7654

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1972

To: L. W. Rulien
Region Engineer

SUBJECT: Completion of Defaulted Contract
Murray Blvd. at S. Fork Beaverton Creek
FAS 630 (S.W. 145th Avenue)
Contract No. 7634

FROM: Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

The proposal to complete the work on the subject project through some combination of negotiated contracts and State force work has been approved.

Please proceed as rapidly as possible toward completion. Any negotiated contracts should be supported by written quotations and confirmed through purchase order contracts. State Force work orders will have to be written to cover all of this work, either by negotiated contract or by State forces.

Purchase orders for negotiated contracts may be processed through the Maintenance Section.

CTK:fw
cc: A. E. Johnson
R. N. Bothman
V. E. Skoog

RECEIVED
AUG 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

Claim #4697

FILED
JUL 18 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7634

July 17, 1972

NOTED ON CARD
7-19-72

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Six Ten Southwest Alder Street
Portland, Oregon 97205

Attention: Denton G. Burdick, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of July 10 with attached Notice of Claim of Mercer Industries, Inc., stating that Aldrich Construction Company owes them $420 plus interest for materials.

This appears to be in connection with the Aldrich Construction Company Contract No. 7634 for a drainage structure on Murray Boulevard at South Fork Beaverton Creek on FAS 630 (S. W. 145th Avenue) in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aldrich Construction Company
725 N. E. 192nd
Portland, Oregon 97230

United Pacific Insurance Company

bc Hon. Clay Myers - Please acknowledge receipt of this claim ✓
on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
JUL 19 1972
OREGON
STATE HIGHWAY COMMISSION

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

July 10, 1972

CERTIFIED - RETURN RECEIPT REQUESTED

State of Oregon
Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Oregon State Highway Division Contract
No. 7634 - Aldrich Constr. Co.

On behalf of our client, Mercer Industries, Inc., we enclose a claim against the bond given by United Pacific Company in connection with the above work.

Very truly yours,

Denton Burdick Jr.

Denton G. Burdick, Jr. of
HUTCHINSON, SCHWAB, BURDICK & HILTON

DGB:mb
Enclosure

cc: -Mr. Paul Meyer
Kobin & Meyer
Attorneys at Law
Oregon National Building
Portland, Oregon 97205

-Mercer Industries, Inc.
Attn: Mr. Tom Fergusson

NOTED
FLOYD QUERY

RECEIVED
JUL 11 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

Cc

TO: STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION

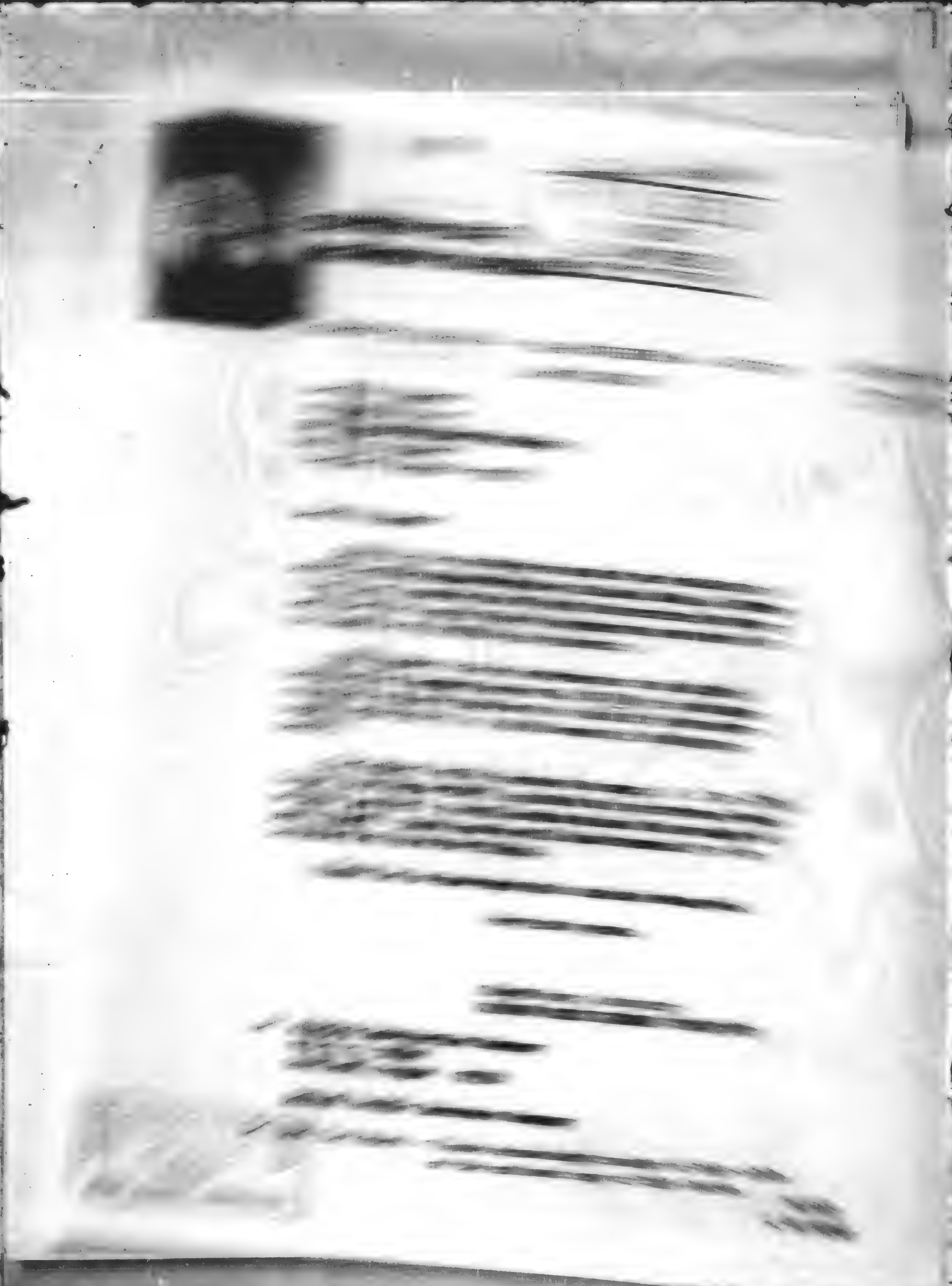
NOTICE is hereby given that the undersigned, MERCER INDUSTRIES, INC., has a claim for materials consisting of reinforcing steel furnished to ALDRICH CONSTR. CO., by Mercer Industries, Inc., in the sum of $420.00, plus interest, against the bond taken from Aldrich Constr. Co., Principal, and UNITED PACIFIC INSURANCE COMPANY, Surety, for the work of drainage structure, Oregon State Highway Division Contract No. 7634.

DATED this 10th day of July, 1972.

MERCER INDUSTRIES, INC.

By ______________________
One of its Attorneys

RECEIVED
JUL 1 2 1972
[illegible]
STATE HIGHWAY COMMISSION



[illegible]

5

RECEIVED

FOR FILING

Claim #4698

FILED
JUL 18 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7634

NOTED ON CARD
7-19-72

July 17, 1972

Marvin S. Nepom
Attorney at Law
800 Oregon National Building
610 S. W. Alder
Portland, Oregon 97205

Dear Mr. Nepom:

This is to acknowledge receipt of your letter of July 13 with attached Notice of Claim of John L. Jersey & Son, Inc., stating that Aldrich Construction Company owes them for certain labor, equipment and materials in the amount of $6,459.58 plus interest.

This appears to be in reference to the Aldrich Construction Company Contract No. 7634 for a drainage structure on Murray Boulevard at South Fork Beaverton Creek on FAS 630 (S. W. 145th Avenue) in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of your client's claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aldrich Construction Company
725 N. E. 192nd
Portland, Oregon 97230

United Pacific Insurance Company

bc Hon Clay Myers - Please acknowledge receipt of this claim
on the enclosed copy of this letter.

RECEIVED
JUL 19 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

MARVIN S. NEPOM
ATTORNEY AT LAW
800 OREGON NATIONAL BUILDING
610 S. W. ALDER
PORTLAND, OREGON 97205
TELEPHONE (503) 223-1137

July 13, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Highway Division
Dept. of Transportation
Salem, Oregon 97310

RE: Contract No. 7634 - United Pacific Bond

Dear Mr. Query:

Enclosed for filing, please find Notice of Claim on behalf of John L. Jersey & Son, Inc. against the bond posted by Aldrich Construction Co. and United Pacific Insurance Company with respect to the above contract.

Would you please acknowledge receipt of the Notice of Claim.

Very truly yours,

Marvin S. Nepom

MN:bw
Enclosure

NOTED
FLOYD QUERY

RECEIVED
JUL 14 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
[illegible]

Cec

NOTICE OF CLAIM

TO: Oregon State Highway Commission; State Highway Division, Department of Transportation, State of Oregon

NOTICE is hereby given, that the undersigned, JOHN L. JERSEY & SON, INC., an Oregon corporation, has a claim for certain labor, equipment and materials furnished and supplied by the undersigned to Aldrich Construction, Inc. in the sum of Six Thousand Four Hundred Fifty-Nine Dollars and 58 cents ($6,459.58) principal amount, together with interest at six per cent (6%) per annum from May 16, 1972 against the bond taken from Aldrich Construction, Inc. (Aldrich Const. Co.), principal, and United Pacific Insurance Company, for the work provided for in that certain contract between Aldrich Const. Co. and the Oregon State Highway Division known as FAS 630 (S. W. 145th Avenue), Murray Road at South Fork, Beaverton Creek, for a drainage structure in Washington County, Oregon, Contract No. 7634.

JOHN L. JERSEY & SON, INC.

By
President

6845 N.E. 42nd Avenue
Portland, Oregon 97218

RECEIVED
JUL 14 1972
OREGON
STATE HIGHWAY COMMISSION

Claim [illegible]'699

FILED
JUL 18 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7634

July 14, 1972

NOTED ON CARD
7-19-72

J. W. McCracken, Jr.
Attorney at Law
Eugene Legal Center
858 Pearl Street
Eugene, Oregon 97401

Gentlemen:

This is to acknowledge receipt of your letter of July 7 and attached Notice of Claim of your client National Barricade Company stating that Aldrich Construction Company owes them for material in the amount of $642.80.

This appears to be in connection with the Aldrich Construction Company Contract No. 7634 for a drainage structure on Murray Boulevard at South Fork Beaverton Creek on FAS 630 (S. W. 145th Avenue) in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been paid.

Very truly yours,

RECEIVED
JUL 19 1972
OREGON
STATE HIGHWAY COMMISSION

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aldrich Construction Company
725 N. E. 192nd
Portland, Oregon 97230

United Pacific Insurance Company

NOTED
C. W. HEAD

bc Hon Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

J. W. McCRACKEN, JR.
ATTORNEY AT LAW
EUGENE LEGAL CENTER
858 PEARL STREET
EUGENE, OREGON 97401
(503) 686-2321

July 7, 1972

Oregon State Highway Division
Salem, Oregon

Attention: Clerk or Auditor

Gentlemen:

Herewith enclosed for presentment and filing pursuant to ORS ORS 279.526 and 279.528 is the notice of claim of my client, National Barricade Co., a corporation, also known as American Barricade Co., Inc. for materials furnished from November, 1971, through May, 1972 in the sum of $642.80 against the bond taken from Aldrich Construction Co., principal, and United Pacific Insurance Company, surety, for the work known as FAS 630 (S.W. 145th Ave.), Murray Blvd. at S. Fork Beaverton Creek for a drainage structure in Washington,County, Oregon, Contract No. 7634.

Very sincerely yours,

J. W. McCracken, Jr.

JWM:pm

Enclosure

RECEIVED
JUL 10 1972
HIGHWAY ACCOUNTING DIV.

NOTICE OF CLAIM

To: Oregon State Highway Division

Notice hereby is given, pursuant to ORS 279.526 and 279.528 that the undersigned claimant, National Barricade Co., a corporation, also known as American Barricade Co., Inc. has a claim for Barricades and Lights furnished by National Barricade Co., a corporation, from November, 1971 through May, 1972, in the sum of $642.80 against the bond taken from Aldrich Const. Co., principal, and United Pacific Insurance Company, surety, for the work known as FAS 630 (S.W. 145th Ave.), Murray Blvd. at S. Fork Beaverton Creek for a drainage structure in Washington County, Oregon, Contract No. 7634.

Dated this 7th day of July, 1972.

NATIONAL BARRICADE CO., a corporation
aka AMERICAN BARRICADE CO., INC.

by Robert C.
President

RECEIVED
FOR FILING

Claim # 4700

FILED
JUL 18 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7634

July 14, 1972

NOTED ON CARD
7-19-72

Hutchinson, Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Six Ten Southwest Alder Street
Portland, Oregon 97205

Attention Denton G. Burdick, Jr.

Gentlemen:

This is to acknowledge receipt of your letter of July 10 with attached Notice of Claim of Power Rental Company stating that Aldrich Construction Company owes them for equipment rental in the amount of $899.17 plus interest.

This appears to be in connection with the Aldrich Construction Company Contract No. 7634 for a drainage structure on Murray Boulevard at South Fork Beaverton Creek on FAS 630 (S. W. 143th Avenue) in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of your client's claim, and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUL 19 1972
OREGON
STATE HIGHWAY COMMISSION

cc Aldrich Construction Company
723 N. E. 192nd
Portland, Oregon 97230

United Pacific Insurance Company

bc Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

HUTCHINSON, SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON
FRANK H. HILTON, JR.

July 10, 1972

CERTIFIED - RETURN RECEIPT REQUESTED

State of Oregon
Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Oregon State Highway Division Contract
No. 7634 - Aldrich Constr. Co.

On behalf of our client, Power Rental Co., we enclose a claim against the bond given by United Pacific Insurance Company in connection with the above work.

Very truly yours,

Denton G. Burdick, Jr. of
HUTCHINSON, SCHWAB, BURDICK & HILTON

DGB:mb
Enclosure

cc: -Mr. Paul Meyer
Kobin & Meyer
Attorneys at Law
Oregon National Bldg.
Portland, Oregon 97205

-Power Rental Co.
10380 Cascade Avenue
Tigard, Oregon 97223

NOTED
FLOYD QUERY

RECEIVED
JUL 11 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Cc

TO: STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned, POWER RENTAL CO., has a claim for rental of equipment to ALDRICH CONSTR. CO., by Power Rental Co., in the sum of $899.17, plus interest, against the bond taken from Aldrich Constr. Co., Principal, and UNITED PACIFIC INSURANCE COMPANY, Surety, for the work of drainage structure, Oregon State Highway Division Contract No. 7634.

DATED this 10th day of July, 1972.

POWER RENTAL CO.

By ______________________
One of its Attorneys

RECEIVED
JUL 11 1972
OREGON
STATE HIGHWAY COMMISSION

S

RECEIVED
JUL 11 1972
FOR FILING

9695

FILED
JUL 10 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE HIGHWAY DIVISION

7634

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1972

Sussman, Shank & Wapnick
Attorneys at Law
1111 American Bank Building
Portland, Oregon 97205

Attention: William N. Stiles

NOTED ON CARD
7-10-72 kl

Gentlemen:

This is to acknowledge receipt of your letter of June 30 with attached Notice of Claim on behalf of Beall Pipe and Tank Corporation stating that Aldrich Construction Company owes them $8,639.57 for materials.

This appears to be in connection with the Aldrich Construction Company Contract No. 7634 for a drainage structure on the Murray Boulevard at S. Fork Beaverton Creek Section of FAS 630 in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head, Assistant Secretary

NOTED
C. W. HEAD

RECEIVED
JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:fkn
cc Aldrich Constr. Co.
United Pacific Insurance Co.
Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

SUSSMAN, SHANK & WAPNICK
ATTORNEYS AT LAW
1111 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

GILBERT SUSSMAN
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES

AREA CODE 503
TELEPHONE
224-3282

June 30, 1972

The Honorable Floyd Query
Secretary and Ex Officio Clerk
State Highway Commission
State Highway Division
Department of Transportation
Salem, Oregon 97310

Re: Contract Number 7634

Dear Sir:

Enclosed for filing is notice of claim in the above matter. A duplicate original of this claim is being filed with the Secretary of State.

Please acknowledge receipt of the Notice of Claim on the enclosed copy thereof and return the copy to us.

Very truly yours,

SUSSMAN, SHANK & WAPNICK

William N. Stiles

William N. Stiles

WNS/de
Enclosure

RECEIVED
JUL 3 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO STATE HIGHWAY COMMISSION, STATE HIGHWAY DIVISION, DEPARTMENT OF TRANSPORTATION:

NOTICE IS HEREBY GIVEN that the undersigned, Beall Pipe and Tank Corporation, has a claim for certain materials (corrugated metal pipe) and labor (straighten dent and pickup and delivery) furnished and supplied by Beall Pipe and Tank Corporation in the sum of $8,639.57 principal amount against the bond taken from Aldrich Construction Co. (Aldrich Construction Co., Inc.) principal, and United Pacific Insurance Company, surety, for the work of the Drainage Structure on Murray Boulevard, South Fork, Beaverton Creek, Contract Number 7634.

BEALL PIPE AND TANK CORPORATION

BY G J Beall

c/o SUSSMAN, SHANK & WAPNICK
1111 American Bank Building
Portland, Oregon 97205

RECEIVED
JUL 3 - 1972
OREGON
STATE HIGHWAY COMMISSION

5

RECEIVED
JUL 11 1972

FOR FILING

7634

July 7, 1972

Sussman, Shank and Wapnick
Attorneys at Law
1111 American Bank Building
Portland, Oregon 97205

Attention: William N. Stiles

Gentlemen:

This is in reply to your letter of July 5 with attached affidavit concerning the Aldrich Construction Company Contract No. 7634 in Washington County.

As requested, we are attaching a certified copy of the Contract and Performance Bond pages covering the above contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkm
Att.

SUSSMAN, SHANK & WAPNICK
ATTORNEYS AT LAW
1111 AMERICAN BANK BUILDING
PORTLAND, OREGON 97205

GILBERT SUSSMAN
JEROME B. SHANK
NORMAN WAPNICK
BARRY P. CAPLAN
WILLIAM N. STILES

AREA CODE 503
TELEPHONE
224-2282

July 5, 1972

The Honorable Floyd Query
Secretary and Ex Officio Clerk
State Highway Commission
State Highway Division
Department of Transportation
Salem, Oregon 97310

Re: Contract Number 7634

Dear Sir:

Please send us a certified copy of the payment bond given by United Pacific Insurance Company, surety, and Aldrich Construction Co., principal, on the job which is the subject of contract number 7634.

Enclosed is affidavit pursuant to ORS 279.515 in support of this application.

Very truly yours,

SUSSMAN, SHANK & WAPNICK

William N. Stiles
William N. Stiles

WNS/de

RECEIVED
JUL 5 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AFFIDAVIT PURSUANT TO ORS 279.515

STATE OF OREGON)
)ss
County of Multnomah)

I, G.F. BEALL, being first duly sworn, depose and say that I am President of Beall Pipe and Tank Corporation, that Beall Pipe and Tank Corporation has supplied materials for the prosecution of the work known as Drainage Structures on Murray Boulevard, South Fork, Beaverton Creek, Contract Number 7634, and that I make this affidavit in support of an application for a copy of the payment bond given by United Pacific Insurance Company, surety, and Aldrich Construction Co. (Aldrich Construction Co.,Inc.), principal.

G F Beall
G. F. BEALL

SUBSCRIBED AND SWORN to before me this 27th day of June, 1972.

Harry T. Mil
Notary Public for Oregon
My Commission Expires: 12-21-75

RECEIVED
JUL 5 - 1972
OREGON
STATE HIGHWAY COMMISSION

5

11 1972

OR FILING

7634

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1972

SUBJECT: Completion of Defaulted Contract Project
Murray Blvd. at S. Fork Beaverton Creek
FAS 630 (S.W. 145th Ave.)
Contract No. 7634

To: L. W. Rulien
Region Engineer

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Since the bonding company on the subject defaulted contract has now placed the matter of settlement of their obligation before the courts, I have been requested to determine what must be done to complete the project, the estimated cost thereof, and the most appropriate method of accomplishing the completion, whether by use of State forces, negotiated force account contract or by formal contract.

It is incumbent on the Highway Division to minimize its damages resulting from non-completion of the project.

Please furnish me, therefore, as soon as possible, a complete description of the work to be done, a fair estimate of cost to complete the project, and a recommendation as to the method of accomplishing the work.

We will advise you further following receipt of this information.

CTK:fw

cc: Tom Edwards
A. E. Johnson
L. I. Lindas
Floyd Query

Rec'd 7-7-72
AEJ

ECEIVED
JUL 10 1972
FOR FILING

ORMAN B. KOBIN
AUL R. MEYER
HARLES L. KOBIN
ANIEL J. SEIFER
EO LEVENSON
OF COUNSEL

7634

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

AREA CODE 503
223-1107

June 23, 1972

TOM EDWARD

RECEIVED
JUN 26 1972
LEGAL

Mr. Leonard I. Lindas
Assistant Attorney General
and Counsel to Highway Division
Department of Justice
408 State Highway Building
Salem, Oregon 97310

Dear Leonard:

Subject: United Pacific Bond B-657120
Aldrich Construction Company
Oregon Highway Contract #7634
United Pacific Insurance Co. vs.
State of Oregon, et al., Multnomah
County Circuit Court No. 381313

On June 13 you wrote United Pacific Insurance Company relative to obligations under the above described bond. Mr. Miller of United Pacific responded to you on June 15, informing you that the matter had been sent to this office for appropriate action in assisting United Pacific to meet its bond obligations.

Our review of the claims against the above bond made it clear that the total claims exceeded the limit of United Pacific's obligations as set forth in the bond. Accordingly we have deposited the full penal limit of the bond in the Multnomah County Circuit Court in the above suit in the nature of interpleader. Undoubtedly, by now, the State Highway Division has received a copy of the summons and complaint.

We believe that the deposit into court of the full penal limit of the bond constitutes a complete performance of United Pacific's obligations under this bond and, of course, we will seek appropriate discharge and exoneration from further responsibility.

In this connection we note that the resident engineer, Mr. MacNamee, apparently is directing communications to United Pacific as if it were the contractor. We make particular reference to his sending each week a weekly statement of calendar day charges. We do not understand the purpose of this, other than perhaps to attempt to build up the damage claim of the state for penalties and/or liquidated damaged under the contract. In view of the fact that the building up of the state's claim against the bond serves only to create competition with the material and labor claimants, we think that such notification would more appropriately be sent to the other defendants in the above lawsuit.

United Pacific's letter to the State Highway Division dated June 7 clearly informed the state that the claims exceeded the penal sum of the bond and, accordingly, United Pacific would not be in a position to "take over the project and arrange for completion. We presume the State of Oregon will take whatever steps it deems necessary to complete the project and to mitigate its loss and damages in every way possible." We certainly trust that the state is taking those steps to minimize its damages.

Very truly yours,

KOBIN & MEYER

By

cc - Mr. Floyd Query
State Highway Division
Oregon State Highway Commission
Salem, Oregon

cc - United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington

cc - Mr. James MacNamee, Resident Engineer
Oregon State Highway Department
P. O. Box 23324
Tigard, Oregon 97223

L-6759

IN THE CIRCUIT COURT OF THE STATE OF OREGON

6-22-72
REFERRED TO
[illegible]
BY SECRETARY

Received
1:45 P.M June 22, 1972
Floyd Query

FOR THE COUNTY OF MULTNOMAH

UNITED PACIFIC INSURANCE COMPANY, a corporation,

Plaintiff

vs.

STATE OF OREGON, et al.,

Defendants

NO. 381313

SUMMONS

2111

To all the above named Defendants

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this Summons upon you, if served within this County; or if served within any other County of this State, then within twenty days from the date of the service of this Summons upon you; or if served outside the State of Oregon but within the United States, then within four weeks from the date of the service of this Summons upon you; or if served outside the United States but within a territory of the United States, then within ten weeks from the date of the service of this Summons upon you; or if served within a foreign country, then within twenty weeks from the date of the service of this Summons upon you; and if you fail so to answer, for want thereof, the plaintiff will take judgment against you as prayed for in its complaint herein.

NOTICE TO DEFENDANT:
READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days ~~weeks~~ along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

---

* If summons is served within the above named county, insert "10" days; if served within any other county in the state, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

KOBIN & MEYER

By /s/ Paul R. Meyer
Attorneys for Plaintiff
Post Office Address Suite 800, 610 S.W. Alder
Portland, Oregon 97205

STATE OF OREGON,
County of Multnomah } ss.

I, the undersigned, one of Plaintiffs Attorneys, do hereby certify that I have prepared the foregoing copy of Summons and have carefully compared the same with the original thereof; and that it is a correct transcript therefrom and of the whole thereof.

Portland, Oregon, dated the 21st day of June, 1972

Of Attorney for Plaintiff.

TO THE SHERIFF SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within Summons, together with a copy of the Complaint, upon the Defendant..., ____

and a copy of the within Summons only upon the other defendant..., ____

Attorney..... for ____

STATE OF OREGON,
County of.. } ss.

I,...Sheriff of..............................County, Oregon, do hereby certify that I have served the within Summons within said County and State on the..................day of.., 19......., on the within named defendant...

by personally delivering a copy thereof prepared and certified to by.............................Attorney...... for the plaintiff......, together with a copy of the Complaint mentioned in the within Summons, prepared and certified to by said Attorney...... for the Plaintiff......, to...personally and in person

....Sheriff of..............................County, Oregon.

By..
Deputy.

CLERK'S NO.................
SHERIFF'S NO.................
BOOK NO.................
PAGE.................

IN THE CIRCUIT COURT
OF THE
STATE OF OREGON
FOR THE
County of..................................

....
Plaintiff

vs.

....
Defendant

SUMMONS

Filed.............................., 19......
..............................Clerk
By..............................Deputy

Affidavit to be completed when
served outside of Oregon.

STATE OF..............................
County of.............................. } ss.

I,..
being first duly sworn, on oath, depose and say:

That I am, and at all the times hereinafter mentioned was, over the age of twenty-one years, a resident and inhabitant of said County of.............................., State of..............................., not a party to or interested in the above entitled suit or action, and competent to be a witness therein; and that I am, and at all the times hereinafter mentioned was, in all respects a competent person, that on the..................day of.............................., 19......, I received the foregoing Summons for service upon.. the defendant.... named therein; that I served the said Summons on the said Defendant.... on the..........day of.............................., 19......, within the County of.............................., and State of.............................. by then and there personally delivering to and leaving with the said Defendant...., ..., personally and in person, a copy of said Summons, together with a copy of the Complaint referred to in said Summons, both duly certified to by...attorney.... for the Plaintiff....; and that the said person so served by me is the identical person.... named as..............................Defendant.... in the above entitled suit or action.

....

SUBSCRIBED AND SWORN to before me this..................day of.............................., 19......

....
Notary Public for
My commission expires..............................

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

UNITED PACIFIC INSURANCE COMPANY, a corporation,

Plaintiff,

vs.

STATE OF OREGON, by and through the STATE HIGHWAY DIVISION (STATE HIGHWAY COMMISSION), OREGON STATE ACCIDENT INSURANCE FUND, ADMINISTRATOR OF THE EMPLOYMENT DIVISION, STATE OF OREGON DEPARTMENT OF REVENUE, CASCADE CONSTRUCTION COMPANY, INC., a corporation, QUALITY ROCK COMPANY, a corporation, L. H. COBB, dba L. H. COBB CO., STAR RENTALS OF OREGON, INC., a corporation, BEALL PIPE & TANK CORPORATION, a corporation, MERCER INDUSTRIES, INC., a corporation, dba MERCER STEEL CO., INC., POWER RENTAL CO., a corporation, LEWIS CONSTRUCTION CO., a corporation, TRAFFIC SAFETY SUPPLY COMPANY, a corporation, NATIONAL BARRICADE CO., a corporation, aka AMERICAN BARRICADE CO., JOHN L. JERSEY & SON, INC., a corporation, DOE CORPORATIONS NOS. 1 through 20, DOE ASSOCIATIONS NOS. 1 through 20, and JOHN DOE NOS. 1 through 20,

Defendants.

No. 2111

COMPLAINT
(SUIT IN NATURE OF INTERPLEADER)

Certified a true and correct copy of the original.

For cause of suit, plaintiff alleges:

I

Plaintiff now is and at all times herein mentioned has been a corporation duly organized under the laws of the State of Washington and authorized to conduct an insurance and surety business in the State of Oregon.

II

Defendants Cascade Construction Company, Inc., Quality Rock Company, Star Rentals of Oregon, Inc., Beall Pipe & Tank Corporation, Mercer Industries, Inc., Power Rental Co., Lewis Construction Co., Traffic Safety Supply Company, National Barricade Co. and John L. Jersey & Son, Inc. now are and at all times herein have been corporations duly organized and existing under the laws of the State of Oregon. Defendant National Barricade Co. is also known as American Barricade Co. Defendant Mercer Industries, Inc. conducts business under the assumed business name of Mercer Steel Co., Inc. Defendant L. H. Cobb conducts business under the assumed business name of L. H. Cobb Co.

III

Defendants Doe Corporations Nos. 1 through 20, the exact names of which are presently unknown to plaintiff, may have or assert claims against plaintiff's bond and in and to the fund deposited in court, as hereinafter alleged. Defendants Doe Associations Nos. 1 through 20 are unincorporated associations, the exact names of which are presently unknown to plaintiff, and may have or assert claims against plaintiff's bond and in and to the fund deposited in court, as hereinafter alleged. Defendants John Doe Nos. 1 through 20, the exact names of whom are presently unknown to plaintiff, may have or assert claims against plaintiff's bond and in and to the fund deposited in court, as hereinafter alleged. As such unknown persons, associations or corporations become known, plaintiff will ask leave to bring in claimants as substituted parties defendant.

IV

On or about August 19, 1971, plaintiff, as surety for Aldrich Const. Co., posted with the State of Oregon a bond in the penal sum of $33,767.76, as required by ORS Chapter 279 relative to that certain contract between Aldrich Const. Co. and the Oregon State Highway Division for the construction of certain work known as FAS 630 (S.W. 145th Ave.), Murray Blvd. at S. Fork Beaverton Creek for a drainage structure in Washington County, Oregon, Contract No. 7634.

V

Defendants and each of them have asserted claims against plaintiff on said bond, the aggregate amount of which is in excess of $33,767.76, which is the limit of plaintiff's liability under said bond.

VI

Plaintiff, upon the filing of this complaint, is paying into the registry of this court the sum of $33,767.76, the limit of its obligation under the aforesaid bond, to abide the judgment and decree of this court.

VII

It would be just and proper for the court to exonerate and discharge plaintiff with respect to all its obligations or liabilities under said bond, to require defendants to interplead and settle among themselves their rights to the monies deposited in court, and to enjoin and restrain defendants and each of them from making claims against plaintiff on account of said bond or from filing any suits against plaintiff on said bond. It would be just and proper to award plaintiff out of the proceeds deposited in court its costs and disbursements incurred in the filing of this suit and further to award plaintiff a reasonable attorneys' fee incurred herein. The sum of $2,500.00 is a reasonable fee to award plaintiff for its attorneys' fee incurred herein.

VIII

Plaintiff has no plain, speedy or adequate remedy at law.

WHEREFORE, plaintiff prays for a decree of this court as follows:

1. Enjoining and restraining defendants and each of them from instituting any suit or action against plaintiff on account of its obligations on its bond posted with the State

of Oregon on behalf of Aldrich Const. Co.

2. Exonerating and discharging plaintiff with respect to all of its obligations or liabilities under said bond.

3. Requiring defendants to interplead and settle between themselves their rights to the monies deposited in court.

4. Awarding plaintiff out of the fund deposited in court its costs and disbursements incurred herein, together with a reasonable attorneys' fees incurred by plaintiff in bringing this suit.

5. In the unlikekly event that there is any surplus remaining in the fund deposited in court after the payment of all just and proper claims against plaintiff's bond and to the fund deposited in court, returning such surplus to plaintiff.

KOBIN & MEYER

By /s/ Paul R. Meyer
Suite 800, 610 S. W. Alder
Portland, Oregon
Telephone: 223-1107
Attorneys for Plaintiff

STATE OF WASHINGTON)
) ss.
County of Pierce)

I, ROBERT L. MILLER, being first duly sworn, say that I am the Claims Representative of plaintiff United Pacific Insurance Company in the within entitled cause, and that the foregoing complaint is true as I verily believe.

Robert L Miller
ROBERT L. MILLER

SUBSCRIBED AND SWORN to before me this 19th day of June, 1972.

S L Noyes
Notary Public for Washington
My Commission Expires: 6-28-75

LOCATION - DESIGN APPROVAL

COUNTY: Washington

SECTION: South Fork Beaverton Creek Box Culvert

FAS NO.: 630

ROAD NAME: S. W. Murray Boulevard

PROJECT DESCRIPTION:

ESTIMATED COST: $50,000

HIGHWAY COMMISSION APPROVAL: May 4, 1971

HEARING: None Required; No additional R/W

STATE CLEARINGHOUSE REVIEW: None Required

SECTION 204 REVIEW: None Required

REMARKS:

APPROVED: June 16 1971

Assistant State Highway Engineer

Gen Files #

FORM E-30 REV 10-69

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

June 4, 1971

SUBJECT: South Fork Beaverton Creek
Box Culvert
Murray Blvd., FAS 630
Washington County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This negative declaration is preceding our location-design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposal is located on Murray Blvd. on the westerly city limits of Beaverton approximately 1,000 feet north of the Tualatin Valley Highway.

The project consists of constructing a reinforced concrete double 8'x 4' box culvert approximately 150 feet long on Murray Boulevard at the South Fork of Beaverton Creek.

PURPOSE OF PROJECT The purpose of the project is to replace an existing pipe culvert which is inadequate to carry heavy storm run-offs.

The results of a hydraulics study of area show a definite need for a larger size culvert to handle not only present drainage but also future flows based on total development of the area in 1980.

DISCUSSION OF ENVIRONMENTAL IMPACTS The most noticeable effect of the completed project will be the reduction of flood damage to the surrounding property during heavy storm run-off periods.

The South Fork Beaverton Creek is essentially a drainage facility which carries large volumes of surface drainage during the winter months and virtually dries up in the summer time. Recreational opportunities along the stream are virtually non-existant.

No additional right-of-way will be acquired for the project; therefore, a public hearing will not be necessary. The project, however, is being proposed as the result of a direct petition of the property owners in the area.

Traffic will be maintained on Murray Boulevard during construction and only minor inconvenience to the road user will occur during those times when traffic will be confined to two lanes through the construction area.

BASIS FOR NEGATIVE DECLARATION This project, although not greatly affecting the road user, will enhance and benefit the environment and human livability of the surrounding area by increasing the efficiency of the drainage system and so reducing property damage; therefore approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

By

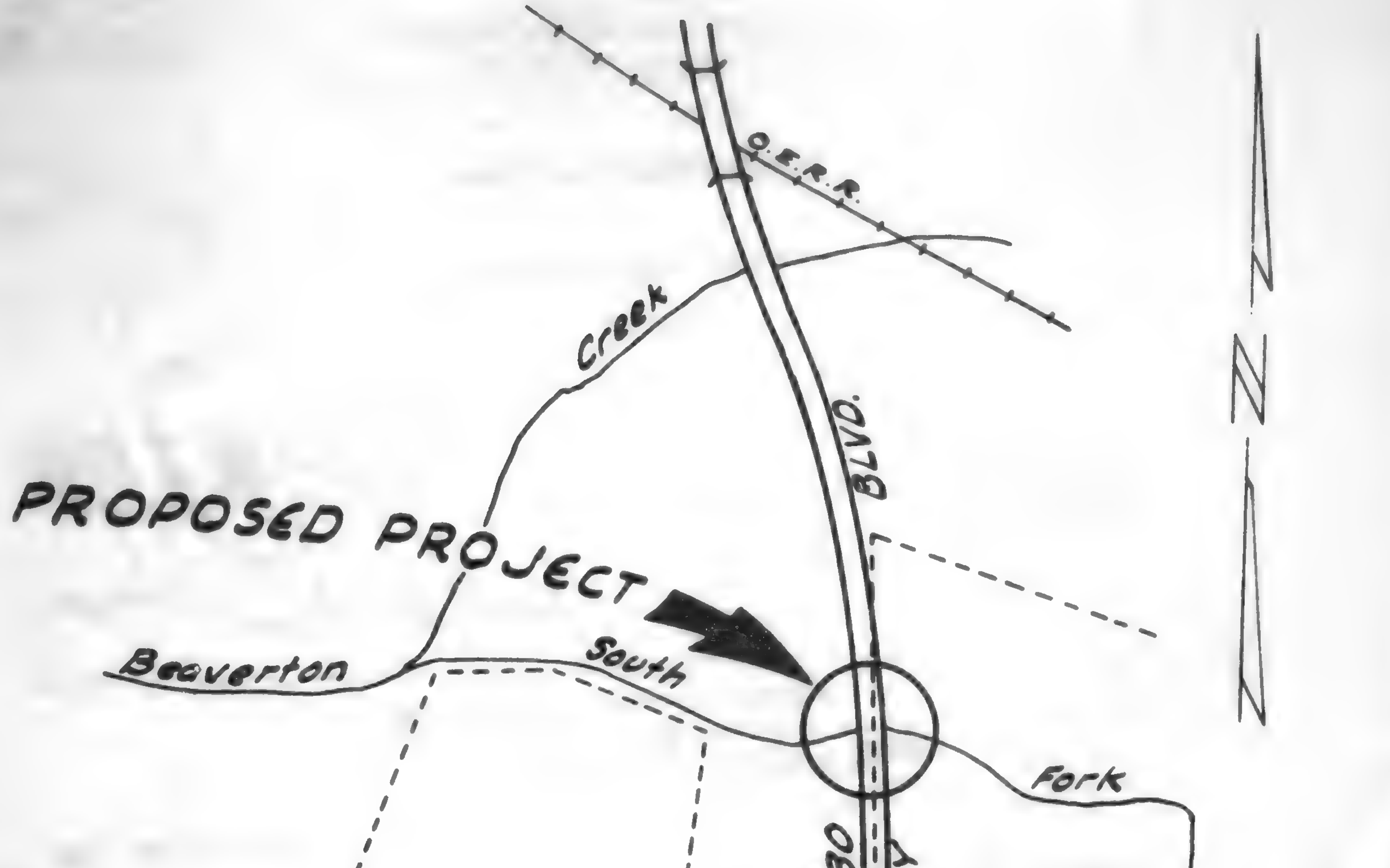
Robert H Prange

Robert H. Prange
Rural Engineer

RHP:ljt

Endorsement of the Oregon State Highway Division

Concur____________________________Date___________________
Asst. State Highway Engineer


O.E.R.R.
Creek
BLVD.
PROPOSED PROJECT
Beaverton
South
Fork
Route 630
MURRAY
To Hillsboro
TUALATIN
VALLEY
HWY.
S.P.
TRANS.
CO.
To Beaverton
Beaverton City Limits
FAS
S.W.
FARMINGTON
HWY.
N

S.FK. BEAVERTON CR. SECT.

S.W. MURRAY BLVD.

Washington County

RECEIVED
JUN 20 1972
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

7634

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

xxxxxxxxxxxxxxxxxxxxxxx

408 State Highway Building

June 13, 1972

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, Washington 98402

NOTED
A. E. JOHNSON

Attention: Robert L. Miller
Bond Claim Department

cy Keasey
6-19-72

Re: United Pacific Bond B-657120
Aldrich Construction Company
Oregon Highway Contract #7634

Dear Mr. Miller:

Your letter of June 7, 1972, directed to the Oregon State Highway Division, attention Geo. M. Baldwin, Administrator of Highways, has been forwarded to me for handling.

Under the terms of the bond it is our position you are obligated to the State of Oregon to either complete the contract involved, due to the failure of the contractor to do so, or to pay the State of Oregon the cost to do so.

Your additional obligations under the bond respecting claims does not relieve you of the foregoing obligation to the State of Oregon.

We therefore will look to you to either complete the unperformed contract or our costs to complete the same.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg
cc - George Baldwin
F. B. Klaboe
A. E. Johnson

RECEIVED
JUN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1972
FOR FILING

7634

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Region 1 - Milwaukie

DATE: June 12, 1972

SUBJECT:

To: C. T. Keasey
Construction Engineer

FROM:
L. W. Rulien
Regional Engineer

SUBJECT: Murray Blvd. at S. Fork Beaverton Creek
Contract 7634

Attached is a self-explanatory letter from James McNamee setting forth dates at which significant things have occurred leading up to the prime contractor's defaulting on completion of this project. His memo also indicates the final status of the job and work remaining. There has been some exchange of correspondence between the Administration and the bonding company and/or Aldrich's attorney, and I would appreciate your review and advice as to what specific action I should take at this time.

LWR/cr
cc L. H. Young
Floyd Query
James McNamee

Ck

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

FORM 2-50 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard 97223

REGION 1
☐ RE ☐ RME ☒ RCE ☐ OE
JUN 5 1972
☐ TE ☐ UE ☐ DES ☐ SEC

DATE: June 5, 1972

SUBJECT:

To: L. W. Rulien
Regional Engineer

FROM:
James W. McNamee
Resident Engineer

SUBJECT: Murray Blvd. at S. Fork Beaverton Creek
FAS 630
Contract 7634

This is to bring you up to date on the subject project.

The last contract activity was performed on May 3, 1972, when the base paving lift was constructed over the Stage II portion of the project.

On May 11, 1972, I called Mr. Ralph Chamberlain, United Pacific Insurance Company, and informed him of our concern about getting this project complete and on May 12, 1972, I wrote Aldrich a letter (copy attached) with a copy sent to United Pacific Insurance Company, Aldrich's bonding company. In this letter we requested that Aldrich inform us by return mail just what his plans were for completing the project.

May 19th. Still no word and no work so again called Mr. Chamberlain. He said he would check with the Tacoma office and let me know what would happen.

May 23rd. Still no word. Again called Mr. Chamberlain. He said he was having trouble contacting Mr. Miller at the Tacoma office.

May 24th. Mr. Robert Miller, United Pacific Insurance Company, was in my office. He said that earlier in the day Mr. Aldrich and Mr. Hubert, Aldrich's attorney, were in his office and informed the bonding company that they would not complete the project. Mr. Miller was given a copy of the last progress estimate.

May 25th. Viewed the project with Mr. Miller and Mr. Tom Winge, prospective contractor, and discussed work that is acceptable and work remaining to complete the project. Mr. Miller also contacted Mr. Goldie Gentle for a price to complete the project.

June 2nd. Mr. Miller called and said that Goldie Gentle was the low bidder, but he wanted $20,000.00 to complete the project. Mr. Miller said this would bring the total cost of the project higher than the total original contract amount of $33,767.76. Therefore, the State would have to make arrangements for completing the project since the bonding company only agreed to the original contract amount, and a letter would be received from the bonding company soon.

This project only has two contract bid items: 1. Temporary Protection and Direction of Traffic; and 2. Drainage Structure.

The following was paid on the last progress estimate dated February 5, 1972.

Item 1. 78.31 %	$ 5,019.67
Item 2. 66.37 %	18,157.02
Total	$23,177.02
Liquidated Damages..........	(600.00)
Total paid to date	$22,577.02

Since the February 5th date the Stage II trench backfill was completed and the surfacing was completed to and including the base paving lift. This work is estimated at approximately $1,000.00, or I have $33,767.76 - (23,177.02 + 1,000.00) = $9,590.74 remaining to complete the projedt.

The work remaining to complete the project is estimated as follows:

1. Construct 2 headwalls and aprons. 35 CY Concrete at $100.00 3,166 lbs. Reinforcement at $0.17	$3,500.00 538.00
2. Install inside band and remove pile and repair pipe	1,000.00
3. Pave top lift, 50 tons at $10.00	500.00
4. Backfill headwalls and finish slopes	600.00
Subtotal	$6,138.00

This would leave $3,452.74 remaining to complete the removal of excess dirt material and signs from project and clean up site.

This appears to be a reasonable amount for the remaining work; therefore, I believe the $20,000 submitted by Goldie Gentle to complete the project is too high.

At this writing we know that the following bills are not paid for work performed on the project:

1. Beall Pipe & Tank	$ 8,639.57
2. John L. Jersey & Son	6,459.58
3. Lewis Const. Co., Inc.	516.15
4. Mercer Steel	285.00 (1)
5. Traffic Safety Supply	1,915.80
6. Cobb Crushed Rock	1,487.28 (2)
7. Cascade Const. Co., Inc.	765.32
	$20,068.70

---

(1) Reinforcement steel for the headwalls is on the project.

(2) 228 CY was placed around pipe and will be paid by P.A. #1, Supp. #1, at $2.75/CY=$627.00. $1,487.28-$627.00=$860.28. PA is not part of original contract.

Also enclosed is a copy of a letter from Mr. Hubert, Aldrich's attorney, that I received upon request from the United Pacific Insurance Company.

At this writing, 185 calendar workdays have been expended. 80 calendar workdays were originally allowed to complete the project. Therefore, the project is 131% in excess of allowed time. This would result in 105 days at $50.00 = $5,250.00 in liquidated damages, or 16% of the total original contract amount.

Please advise of what steps should now be taken.

JWM:mcp

Enclosures

WILLIAM H. HUBERT
ATTORNEY AT LAW
18709 S. E. STARK STREET
PORTLAND, OREGON 97233

TELEPHONE 665-5102
AREA CODE 503

May 24, 1972

MAY 25 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Aldrich Construction Co.
Contract No. 7634
Murray Blvd at South Fork
Beaverton Creek

Gentlemen:

The Aldrich Construction Co. has requested we notify you that it is unable to complete the above contract work. Accordingly it would appear that you should proceed as in such instances provide.

Yours very truly,

WILLIAM H. HUBERT

WHH:b

ALDRICH CONSTRUCTION CO.

By
President

cc: Paul R. Meyers, esq.
800 Oregon National Bldg.
Portland, Oregon 97205

Robert L. Miller, claims
United Pacific Reliance
700 N.E. Multnomah
Portland, Oregon 97232

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
JUN 0 1 1972
Noted

**OREGON STATE
HIGHWAY DIVISION**

P. O. BOX 23324 - TIGARD, OREGON - 97223 - Phone 639-7281

May 12, 1972

SUBJECT: Drainage Structure
Murray Blvd. at S. Fork
Beaverton Creek
FAS 630 (S.W. 145th Ave.)
Contract 7634

Aldrich Construction Company
725 N. E. 192nd Avenue
Portland, OR 97230

Gentlemen:

This letter is being written to inform you that this office has been receiving letters from your suppliers indicating non-payment for materials and work performed on the subject project.

We are very concerned about the high amount of liquidated damages; at this writing 165 calendar workdays have elapsed. This is 85 calendar workdays in excess of the allowed contract time or 206 per cent. The assessment of liquidated damages now amounts to $4,250.00 or 12.6 per cent of the total contract amount.

I have personally viewed the project daily during the last nine days and no work toward getting the project completed was detected. At this time there is no equipment on the project, even the pump has been removed. The project is standing still at only about 70 per cent complete.

Would you please inform me by return mail just what your plans are for completing this project.

Very truly yours,

James W. McNamee
Resident Engineer

JWM:mcp

bc: C. T. Keasey
L. W. Mullen

cc: United Pacific Insurance Company
Suite 600
700 N. E. Multnomah Street
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216

5

UNITED PACIFIC
CASCADE
RELIANCE
INSURANCE COMPANIES

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 383-1481

June 7, 1972

7634

State of Oregon
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

cy Query
Lindas
6-9-72
(orig referred to
Keasey by
Mr. Klahre)

Mr. George M. Baldwin
Administrator of Highways

Dear Sir:

United Pacific Bond B-657120
Principal: Aldrich Construction Co.
Obligee: Oregon State Highway Commission
Contract: No. 7634 - Drainage Structure
on Murray Boulevard

Your letter of June 2, 1972 relating to the above project is acknowledged. Please refer to United Pacific's letter of June 2, 1972 addressed to your office. In view of the fact that it appears the claims asserted or which may be asserted against United Pacific's bond, both with respect to labor and materials and the performance bond claim by the State of Oregon, will exceed the penal sum of the bond. Consequently, United Pacific is not in a position to take over the project and arrange for completion. We presume the State of Oregon will take whatever steps it deems necessary to complete the project and to mitigate its loss and damages in every way possible.

We are enclosing for your information a copy of the proposal for completion of the project by Goldie Gentle Construction, Inc. Your office may desire to contact this contractor with respect to completion of the job or you may also desire to contact VanLom & Winge, contractors who have also reviewed the work required to complete the project.

At the present time, United Pacific's legal counsel in Portland is reviewing the matter pertaining to both the completion of the contract work and the various claims that are being submitted against the bond.

NOTED
A. E. JOHNSON

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

jc
cc: James W. McNamee
Kobin & Meyer, Attorneys
William H. Hubert, Attorney
Portland Bonds

UNITED PACIFIC INSURANCE COMPANY • UNITED PACIFIC LIFE INSURANCE COMPANY • CASCADE INSURANCE COMPANY • RELIANCE INSURANCE COMPANY

UNITED PACIFIC INSURANCE COMPANY
HOME OFFICE: 728 ST. HELENS AVE. • BOX 1216 • TACOMA, WASHINGTON 98401

June 2, 1972

cy Lloyd Query 6-8-72

State Highway Division
Highway Building
Salem, Oregon

ATTENTION: George M. Baldwin
Administrator of Highways

NOTED
A. E. JOHNSON

Gentlemen:

Subject: Contract No. 7634 with Aldrich Construction Co. Drainage Structure, Washington County FAS630 (S.W. 145th Avenue) Murray Blvd. at S. Fork Beaverton Creek - United Pacific Bond No. B657120

We are in receipt of Aldrich Construction Co.'s letter to you dated May 24 advising you that it is unable to complete the above contract. We also have your reply to Mr. Hubert (attorney for Aldrich Construction) dated May 26, 1972.

Our investigation leads us to the conclusion that the claims against this bond are in excess of the penal limit of the bond. We will expect to take such appropriate steps as may be required to limit our liability to said penal sum.

We have met with Mr. James W. McNamee, the resident engineer, to review various problems relative to this job. We understand that Mr. McNamee may have secured some information relative to completion from Goldie Gentle Construction Co. We have requested Mr. Thomas Winge of Van Lom & Winge, 9525 N. E. Columbia Blvd., Portland, Oregon 97220, to review the job.

We would appreciate your promptly informing us what procedures you generally follow in situations of this nature. We will, however, look to the Oregon State Highway Division

6-5-72
Lindas
cy Johnson
Kersey

to fulfill its obligations to take such steps as may be required to minimize its damages in this matter.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller

cc - Kobin & Meyer
cc - Aldrich Construction Co.
cc - Mr. William H. Hubert

REC
JUN 6
OFFICE OF
STATE HIGHWAY ENGINE

Goldie Gentle
CONSTRUCTION, INC.
5241 N. E. 89th Ave.
PORTLAND, OREGON 97220
255-0718

May 30, 1972

United Pacific Insurance Co.
728 St. Helens Avenue
Tacoma, Washington 98401

Re: Oregon State Highway Division-Drainage Structure
Murray Blvd at SFK Beaverton Creek FAS 630 (SW 145th Ave)
Washington County, Oregon

Attn: Mr. Bob Miller

Dear Sir,

We propose to complete the construction of this project, from the as is condition, for the full sum of ($20,943.00) Twenty Thousand Nine Hundred Forty Three Dollars.

We do not accept the responsibility for the location or condition of the culvert pipes that were placed prior to this time. Whatever is involved in the correction of this pipe installation will be handled as extra work, except the cutting off the two ends of the new pipe and both ends of the old pipe.

Very Truly Yours,

GOLDIE GENTLE CONSTRUCTION INC.

by
G. T. Gentle, President

GTG/llr

RECEIVED
1972

RECEIVED
JUN 8 1972
FOR FILING

7634

June 2, 1972

CERTIFIED MAIL

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

bc George M. Baldwin
Floyd Query
Tom Edwards
F. B. Klaboe
C. T. Keasey
L. I. Lindas

Gentlemen:

We have been advised by the attached May 24, 1972 letter that Aldrich Construction Company is relinquishing its Contract No. 7634, which covers a highway improvement project named Murray Boulevard at South Fork Beaverton Creek Section on S. W. 145th Avenue in the Beaverton area.

We note that a copy of the above notice from Aldrich Construction Company, written by Attorney William H. Hubert, was also directed to your Portland office.

May we hear from you as to what steps you are taking to assure prompt completion of this project. We would appreciate a formal response for the record.

Very truly yours,

George M. Baldwin
Administrator of Highways

JAB:fw ja

By

A. E. Johnson
Assistant State Highway Engineer

Attachment

cc Robert L. Miller, Claims
United Pacific Reliance
700 N. E. Multnomah
Portlmd, OR 97232

Mr. Paul R. Meyers
800 Oregon National Bldg.
Portland, OR 97205

Mr. William H. Hubert, Attorney
18709 S. E. Stark Street
Portland, OR 97233

RECEIVED
MAY 26 1972
FOR FILING
7634

May 26, 1972

Mr. William E. Hubert
Attorney at Law
18700 S. E. Stark Street
Portland, Oregon 97233

Dear Mr. Hubert:

This is to acknowledge your letter of May 24 in which you state that Aldrich Construction Company is unable to complete Contract No. 7634 for a drainage structure on S. W. 148th Avenue known as the Murray Boulevard at South Fork Beaverton Creek Section.

We note that Mr. Patrick Aldrich has signed the letter and that copies of it have been sent to the surety.

Your letter is being forwarded to the office of the Administrator of Highways for such action as is required.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

cc Paul E. Meyers
Robert L. Miller
George M. Baldwin, Administrator of Highways

bc F. B. Klaboe
L. I. Lindas
Tom Edwards

WILLIAM H. HUBERT
ATTORNEY AT LAW
16700 S. E. STARK STREET
PORTLAND, OREGON 97233

TELEPHONE 665-5102
AREA CODE 503

May 24, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Aldrich Construction Co.
Contract No. 7634
Murray Blvd at South Fork
Beaverton Creek

Gentlemen:

The Aldrich Construction Co. has requested we notify you that it is unable to complete the above contract work. Accordingly it would appear that you should proceed as in such instances provide.

Yours very truly,

WILLIAM H. HUBERT

WHH:b

ALDRICH CONSTRUCTION CO.

By Patrick H Aldrich
President

cc: Paul R. Meyers, esq.
800 Oregon National Bldg.
Portland, Oregon 97205

Robert L. Miller, claims
United Pacific Reliance
700 N.E. Multnomah
Portland, Oregon 97232

RECEIVED
MAY 25 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1972
FOR FILING

UNITED PACIFIC INSURANCE COMPANY
SYMBOL OF SERVICE
HOME OFFICE: 728 ST. HELENS AVE. • BOX 1216 • TACOMA, WASHINGTON 98401

7634

June 2, 1972

cy Lloyd Query
6-8-72

State Highway Division
Highway Building
Salem, Oregon

ATTENTION: George M. Baldwin
Administrator of Highways

Gentlemen:

Subject: Contract No. 7634 with Aldrich Construction Co.
Drainage Structure, Washington County FAS630 (S.W. 145th Avenue)
Murray Blvd. at S. Fork Beaverton Creek - United Pacific Bond No. B657120

We are in receipt of Aldrich Construction Co.'s letter to you dated May 24 advising you that it is unable to complete the above contract. We also have your reply to Mr. Hubert (attorney for Aldrich Construction) dated May 26, 1972.

Our investigation leads us to the conclusion that the claims against this bond are in excess of the penal limit of the bond. We will expect to take such appropriate steps as may be required to limit our liability to said penal sum.

We have met with Mr. James W. McNamee, the resident engineer, to review various problems relative to this job. We understand that Mr. McNamee may have secured some information relative to completion from Goldie Gentle Construction Co. We have requested Mr. Thomas Winge of Van Lom & Winge, 9525 N. E. Columbia Blvd., Portland, Oregon 97220, to review the job.

We would appreciate your promptly informing us what procedures you generally follow in situations of this nature. We will, however, look to the Oregon State Highway Division

NOTED
LLOYD QUERY

6-5-72
Lindas
cy Johnson
Keasey

to fulfill its obligations to take such steps as may be required to minimize its damages in this matter.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller

Robert L. Miller

cc - Kobin & Meyer
cc - Aldrich Construction Co.
cc - Mr. William H. Hubert

RECE
JUN 5 19
OFFICE OF
STATE HIGHWAY ENGIN

RECEIVED
JUN 7 - 1972
FOR FILING

Claim #679

FILED
JUN - 2 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7634

NOTED ON CARD
6-5-72

May 31, 1972

Power Rents, Inc.
10380 S. W. Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

Gentlemen:

This is to acknowledge receipt of your letter of May 23 advising us that Dale Aldrich Construction Company owes you $916.38.

From the description given in your letter, this appears to be in reference to the Aldrich Construction Company Contract No. 7634 for drainage structure on Murray Boulevard at S. Fork Beaverton Creek Section of FAS 630 in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JUN 5 1972
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aldrich Constr. Co.
United Pacific Insurance Co.

Commission

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Power Rents, Inc.
10380 S W Cascade Avenue
Tigard, Oregon 97223
May 23, 1972

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Dear Mr. Head:

Re: Job #7634

I would like to file a claim against the Dale Aldrich Construction Company, 725 N. E. 192nd Ave., Portland, Oregon for their refusal to pay off on charge account in the amount of $916.38.

This account was established on November 8, 1971, and no payment whatsoever has been received since February 29, 1972.

The name of the bonding company is United Pacific Insurance Co., Portland, Oregon which we have contacted about 2 weeks ago, but to no avail.

We are a new company of less than one year old, and we cannot tolerate this type of delinquent bills without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours,

Irwin Schimmel

Irwin Schimmel
President

IS:jp

RECEIVED
MAY 25 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JUN 7 - 19
FOR FILING

Claim 4678

FILED
MAY 26 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7634

NOTED ON CARD
6-5-72

May 25, 1972

Traffic Safety Supply Company
2324 S. E. Umatilla Street
Portland, Oregon 97202

Attention: E. Resnick
Vice President

Gentlemen:

This is to acknowledge receipt of your letter of May 22, 1972, advising us that Aldrich Construction Company owes you for materials in the amount of $1,915.80.

This appears to be in reference to the Aldrich Construction Company Contract No. 7634 for a drainage structure on the Murray Boulevard at South Fork Beaverton Creek Section of (FAS 630) (S. W. 145th Avenue) in Washington County.

The United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Aldrich Construction Co.
725 N. E. 192nd
Portland, Oregon 97230

United Pacific Insurance Company
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

NOTED
C. W. HEAD

ccc

bc Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

TRAFFIC SAFETY SUPPLY CO.

2324 S.E. UMATILLA ST. PORTLAND, OREGON 97202 235-8531 AREA CODE 503

May 22, 1972

Mr. Floyd Query, Commission Secretary
Oregon State Highway Division
Salem, Oregon 97310

Subject: Murray Blvd. at S. Fork Beaverton Creek
Contract #7634
Aldrich Construction Co.

Dear Sir:

Notice hereby is given that the undersigned Traffic Safety Supply Company has a claim in the amount of $1,915.80 against the bond taken from Aldrich Construction Co., principal, and United Pacific Insurance Co., surety, for the following materials furnished for temporary protection and direction of traffic on the above project:

Traffic Cones
Temporary Pavement Marking Tape
Special Blackout Paint
Construction Signs and Barricades
Miscellaneous Safety Items

Very truly yours,

TRAFFIC SAFETY SUPPLY CO.

E. Reznick

E. Reznick
Vice President

ER:lb

cc: Secretary of State
United Pacific Insurance Co.
Aldrich Construction Co.

NOTED
FLOYD QUERY

RECEIVED
MAY 23 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
MAR 28 1972
FOR FILING

7634

#4

February 25, 1972

Aldrich Construction Company
725 N. E. 192nd
Portland, Oregon 97230

Gentlemen:

The State Highway Commission on February 22, 1972, considered your request for a 30 day extension of time on Contract No. 7634 for a drainage structure on Murray Boulevard at South Fork Beaverton Creek of FAS 630 in Washington County.

Careful consideration was given to the reasons you submitted. However, in light of the available facts and the provisions of the contract, the Commission denied your request.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:hl

bc F. D. Morgan
V. E. Skoog
L. W. Rulien
James McNamee

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1972

SUBJECT: Murray Blvd. at S. Fork Beaverton
Creek Section
Contract No. 7634
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Aldrich Construction Company requests a 30-day extension of their contract time because of alleged delay in procuring signs and barricades for the traffic staging plan. Bids were received on this project July 29, 1971 with four bidders. The workday count started August 31 with 80 calendar workdays allowed. The time count stopped at the end of November for the winter dormant period with the project only 40 percent completed and 12 days liquidated damages accrued at the rate of $50 per day or $600. The workday count will start again March 1 and it is entirely possible that the contractor will not be completed even by then as he is still only 46 percent complete.

The project consists of installing twin 84-inch arch pipe culverts under traffic with a staging plan that shifts traffic first to one side and then the other. The first stage required about 18 separate signs but these are all standard signs in common use plus 175 feet of Type 2 barricade and ten portable barricades. The contractor did not start installing these signs until October 5 or over a month after the day count started and thereby lost the most productive time that could have been available to him. There has been only one minor Price Agreement on the project for select backfill material.

We do not believe the signing materials involved here are so scarce or difficult to acquire as to justify the requested extension. We concur with the Region recommendation that the request be denied.

This is a Federal-aid Secondary project and concurrence by FHWA is not necessary. A rough draft letter to the Highway Commission is enclosed.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

RECEIVED
FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
FEB 9 - 1972
FOR FILING

SU-508(6)
7634

February 9, 1972

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 4
February 22, 1972 Meeting

Aldrich Construction Company, contractor on the Murray Boulevard at South Fork Beaverton Creek Section of FAS 630 (Murray Boulevard) in Washington County, Contract No. 7634, has requested a 30-day extension of the contract time because of alleged delay in procuring signs and barricades for the traffic staging plan. The signs are all standard signs in common use, and the contractor did not start installing them until over a month after the day-count started.

I recommend that the request for extension be denied. This is a Federal-aid Secondary project and specific Federal Highway Administration concurrence is not required.

This item will be on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

CC Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D.Morgan
L. H. Young
V. E. Skoog
L. W. Rulien
Gary Ross
Gary Sund

JAB:fw ms

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7634 Contractor Aldrich Construction Company

Highway FAS 630 (Murray Blvd.)

Section Murray Blvd. at S. Fork Beaverton Creek

Kind of Work Drainage Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend denial.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Asst State Highway Engineer

Contract No. 7634

Project designation SU 508(6) State-Federal

Date awarded 8/9/71

Work started 9/13/71

Per cent completed 46% 1/22/72 Date

No. of Workdays Allowed 80

No. of Workdays Used 92

No. of Added Workdays Requested 30

SP*6226-724

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 9, 1971

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 80 days to 110 days, within which to complete our Contract No. 7634, without the assessment of liquidated damages. The said contract is described as follows: On Murray Blvd. at A. Fk. Beaverton Cr. Drainage Structure Project

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: It took 2 weeks to receive signs and barricades from Traffic Safety Supply. We were unable to get them elsewhere. All signs and barricades had to be stenciled with company name and this took approximately 2 more weeks.

Respectfully submitted,

Patrick H. Aldrich
Contractor

By Aldrich Construction, Inc.

CONSENT OF SURETY

Date 11/11/71, 19

We, UNITED PACIFIC INSURANCE COMPANY, a Washington Corporation, having its principal place of business at Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

SAUER & CARPENTER CO.
501 TERMINAL SALES BLDG.
PORTLAND, OREGON 97205

(SEAL)

RECEIVED
DEC 14 1971

FORM E-30
FOR FILING

SU-508(6)
7634

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1971

SUBJECT: **Engineering Overrun**

To: **Mr. L. W. Rulien**
Region Engineer
P.O. Box 02157
Portland, OR 97202

NOTED
A. E. [illegible]

The weekly construction report for the week ending November 27, 1971, for the Murray Blvd. at S. Fork Beaverton Creek, Contract No. 7634, indicates that the project is 38% complete whereas the engineering is 81% expended.

Please take immediate steps to see that the engineering on this project is held to the absolute minimum.

F. D. Morgan
F. D. Morgan
Construction Engineer

EAP:fr

cc: A. E. Johnson

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 - 1971
FOR FILING

SU-508 (6)

7634

September 9, 1971

Aldrich Construction Company
725 S. E. 192nd
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7634 for a**
> **drainage structure on**
> **Murray Boulevard at S. Fork**
> **Beaverton Creek of FAS 630**
> **in Washington County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
James McKenna

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-17	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Washington
PROJECT REPORT NO. 3	9-3-71	PROJECT NO. SU-508(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 0.22 mi. N. of FAP 32 (Beaverton)
Murry Blvd. at S. Fk. Beaverton Creek Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	7-7-71	0.0
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 37,969.00	FEDERAL FUNDS $ 24,129.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By
Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer SEP 3 1971

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-2 (REV. 2-71)

Oregon State Highway Division

Federal-Aid
Project No. SU-508(6)

MURRAY BLVD. AT S. FK. BEAVERTON CR. SECTION

PAS 630 IN WASHINGTON COUNTY

Salem, Oregon, August 27, 1971

Project agreement estimate.

Type Code Y007
Culvert (Sta. 116+75)

Temporary Protection and Direction of Traffic	All Required	$ 6,410.00
Drainage Structure	All Required	27,357.76
		$33,767.76
Flagging (60% of Contractors Cost)	All Required	250.00
Temporary Erosion Control	All Required	500.00
		$ 750.00
	Subtotal	$34,517.76
	10% Engr. & Cont.	3,451.24
	Total	$37,969.00

Length of Project - - - - 0.00 mile

Federal Funds - - - - - - $24,129.00
State Funds - - - - - - - 6,920.00
County Funds - - - - - - 6,920.00
Total Cost $37,969.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7634

Prefix 534-1053

ECEIVE
EP 22 1971
OR FILING
7634

August 24, 1971

Board of County Commissioners
Washington County
Courthouse
Hillsboro, Oregon 97123

MISC. CONTRACTS and
AGREEMENTS No. 4278

Attention: Roger Thomsen
Director of Records and Election

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement concerning construction of a drainage facility on the South Fork of Beaverton Creek on Murray Boulevard (FAS 630).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
AUG 24 1971

FOR FILING

SU-308(6
7634

August 19, 1971

Aldrich Construction Company
725 N. E. 192nd
Portland, Oregon 97230

Gentlemen:

The State Highway Commission on August 2, 1971, accepted your proposal for a drainage structure on the Murray Boulevard at South Fork Beaverton Creek Section of FAS 630 in Washington County for the sum of $33,767.76 and referred it to the State Highway Engineer with authority to award the contract as soon as Washington County approves the project and deposits $7,900.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7634.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin August 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
L. W. Rulien
James McNamee
William Geibel (SAIF)

TRANSACTION NUMBER 7-18 AND 7-19

RM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-7-71

BY (Signature): MR. YOUNG'S JUNE 29, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1061 THRU 1062

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
61	SU-508(6)	0.0	50,000	31,700	MURRAY BLVD. AT SOUTH FORK BEAVERTON CREEK	DRAINAGE STRUCTURE.
62	S-587(2)	0.28	135,000	85,700	GRANDE RONDE RIVER BRIDGE	ONE STRUCTURE WITH APPROACHES.

7-7-71

7-16-71

REFERRED TO Young

NOTED TOM EDWARDS

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED
JUL 19 1971
FOR FILING

SU-508(6)
7634

RECOMMENDED
SIGNATURE AND TITLE

DATE 7-7-71

APPROVED
SIGNATURE AND TITLE
R.E.SIMPSON, DIVISION ENGR.

RECEIVED
JUL 6 - 1971
FOR FILING

511-508(6)

Planning

Item 7634

urray Blvd at
Fork - Beaverton

June 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Secondary Projects, Items Nos. 1061 and 1062, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

State and District 2 (CRAG) Clearinghouses' review and comments are not required, for Item No. 1061, under working agreements dated April 28, 1970 and October 16, 1970 respectively.

We are enclosing copies of the State Clearinghouse and District 12 (Blue Mountain Council of Governments) Clearinghouse reviews for Item No. 1062.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. E. Young
Program and Planning Engineer

Enclosures

JG:jb

FORM PR-1
(REV. 4-61)

FEDERAL-AI
(P

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

6-29-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co.Rd. 0.22 Mi. N. of FAP 32 (Beaverton) 65	**ADT**	PRESENT 13,000 (66)	FUTURE 22,000 (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Drainage Structure 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

COUNTY NAME
Wa

CARD 4	CLASS OF FEDERAL FUNDS Secondary	ROUTE NO. S	FEDER
	NAME OF URBAN AREA 17-31 Portland	ESTIMATED PROJ	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FU
1	(14-15)	(18	41	42	43 46	53		(54) (56)	(59) (66)	(67)
5					**PE**		Co.Rd. 0.22 Mi. W. of FAP 32 (Beaverton)			
5					**ROW**					
5					**CONST** (CODE) Y007		(Murray Blvd. at S. Fk. Beaverton Cr.)	0.0	50,000	31,7
							PROJECT TOTALS	0.0	50,000	31,7
									(16) (23)	(24)

CARD	CODE
1	1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT
PRESENT: 13,000
FUTURE: 22,000 (66) (70) YEAR: 91 (71) (72)
REGION: 08
STATE NAME: Oregon
STATE CODE: 35 (2) (3)
APPN CODE: 022 (4) (9)
ITEM NO.: 1061 (14) (18)

DA CLASSIF. (70)
DA AREA (71)
EMERG. YR. (72) (73)
PL. AUTH YR (74) (75)
PROJECT NUMBER
PREFIX LETTER(S): SU- 14 23
NUMBER: 508 7
SEQ. NO.: (6) 13
I. Projects Only
POST MI. (24) (26) DESIG. 27
CODE: 067 (12) (16)
PROGRAM STAGE: ☐ 1 OR ☒ 2
COUNTY NAME: Washington
ROUTE NO.: S
FEDERAL-AID: 630 (32)
STATE: Co. Rd. (36) (37)
U.S. (41)

ESTIMATED PROJECT COST BY PHASES

	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
(58) (59)	(66)	(67) (76)		
.0	50,000	31,700	9,150	9,150 (Co.)
.0	50,000	31,700	9,150	9,150 (Co.)
	(16)	(23) (24) (33)		

CHARACTER OF PROPOSED WORK
(Full description)

Construct drainage structure complete. (Dbl. 6'x4' reinf. concrete box culvert or twin 6'4" x 4'9" Str. Plate Pipe Arch Culvert)

ROW - 160' nominal; Access Control - none; Parking Restrictions - none.

REMARKS

-over-

USCOMM DUSCOMM-DC 48998-P61

MURRAY BLVD. AT S.

PROJECT N

Existing Facilities

Roadway: 70' curb section, paved with A.C., having 4-12' travel lanes, 10' parking lanes, and a 2' median.

Drainage Structures: One 48", one 21" and two 8" culvert pipes empty into a manhole, which is drained by a 54" culvert pipe.

Adjacent Sections

North and South End: Same as roadway above under "Existing Facilities".

Project Data

Construction of either a double 6'x4' RCBC with wingwalls or twin 6'4" x 4'9" Structural Plate Pipe Arch Culvert with concrete headwalls approximately 150' long (this structure to operate in conjunction with the existing drainage facility at this location). Contractor responsible for restoration of roadway and also traffic control during construction. Contractor's choice of drainage str. type.

Right of Way: 160' nominal

Access Control: None

Parking Restrictions: None

System Action: Completed

Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved

S. FK. BEAVERTON CREEK

T NO. SU-508(6)

Public Hearings: Not required under par. 6c of PPM 20-8. Copy of June 3, 1971 memo to file previously sent to FHWA.

Relocation Assistance Payments: None involved as project does not require additional Right-of-Way.

Exceptions to Minimum Design Standards: None

Social, Economic & Environmental Effects Considered: Yes and "Negative Environmental Statement" concurred in as of June 15, 1971.

Location & Design Approved: June 16, 1971.

Clearinghouse Approval:

a. State-----Exempt per working agreement dated April 28, 1970.
b. District 2-----Exempt per working agreement dated Oct. 16, 1970.

Route Data: See SU-508(5)

Unusual or Complicated Situations: This additional facility will increase the volume of drainage under the roadway for the S. Fk.Beaverton Creek. This section of roadway was constructed as an FAC-C project in 1966 under project SU-508(2)

Control of Utilities: The State does not, at this time, have the legal authority to control the use by Utilities of the right-of-way on this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

JUN 16 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1971

SUBJECT: South Fork Beaverton Creek
Box Culvert
Murray Blvd., FAS 630
Washington County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The subject environmental statement in the form of a negative declaration has been reviewed by the Environmental Study Committee and determined to adequately cover the social, economic and environmental aspects of the project.

If you agree, please sign three copies and return same to this office for submission to FHWA for concurrence.

R. W. Ellison
R. W. Ellison
Assistant Program & Planning Engineer

GAP:bb

Attachment

cc: V. D. Wolfe, w/encl.
L. H. Young
F. L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

NOTED
F. B. KLABOE

RECEIVED
JUN 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

File retd
to Ellison
6-16-71

FORM E.D. (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
June 4, 1971

SUBJECT: South Fork Beaverton Creek
Box Culvert
Murray Blvd., FAS 630
Washington County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This negative declaration is preceding our location-design approval request for this FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT

The proposal is located on Murray Blvd. on the westerly city limits of Beaverton approximately 1,000 feet north of the Tualatin Valley Highway.

The project consists of constructing a reinforced concrete double 8'x 4' box culvert approximately 150 feet long on Murray Boulevard at the South Fork of Beaverton Creek.

PURPOSE OF PROJECT

The purpose of the project is to replace an existing pipe culvert which is inadequate to carry heavy storm run-offs.

The results of a hydraulics study of area show a definite need for a larger size culvert to handle not only present drainage but also future flows based on total development of the area in 1980.

DISCUSSION OF ENVIRONMENTAL IMPACTS

The most noticeable effect of the completed project will be the reduction of flood damage to the surrounding property during heavy storm run-off periods.

The South Fork Beaverton Creek is essentially a drainage facility which carries large volumes of surface drainage during the winter months and virtually dries up in the summer time. Recreational opportunities along the stream are virtually non-existant.

No additional right-of-way will be acquired for the project; therefore, a public hearing will not be necessary. The project, however, is being proposed as the result of a direct petition of the property owners in the area.

Traffic will be maintained on Murray Boulevard during construction and only minor inconvenience to the road user will occur during those times when traffic will be confined to two lanes through the construction area.

[illegible]

BASIS FOR NEGATIVE DECLARATION This project, although not greatly affecting the road user, will enhance and benefit the environment and human livability of the surrounding area by increasing the efficiency of the drainage system and so reducing property damage; therefore approval of this negative declaration is justified.

H. S. Cox
County and City Engineer

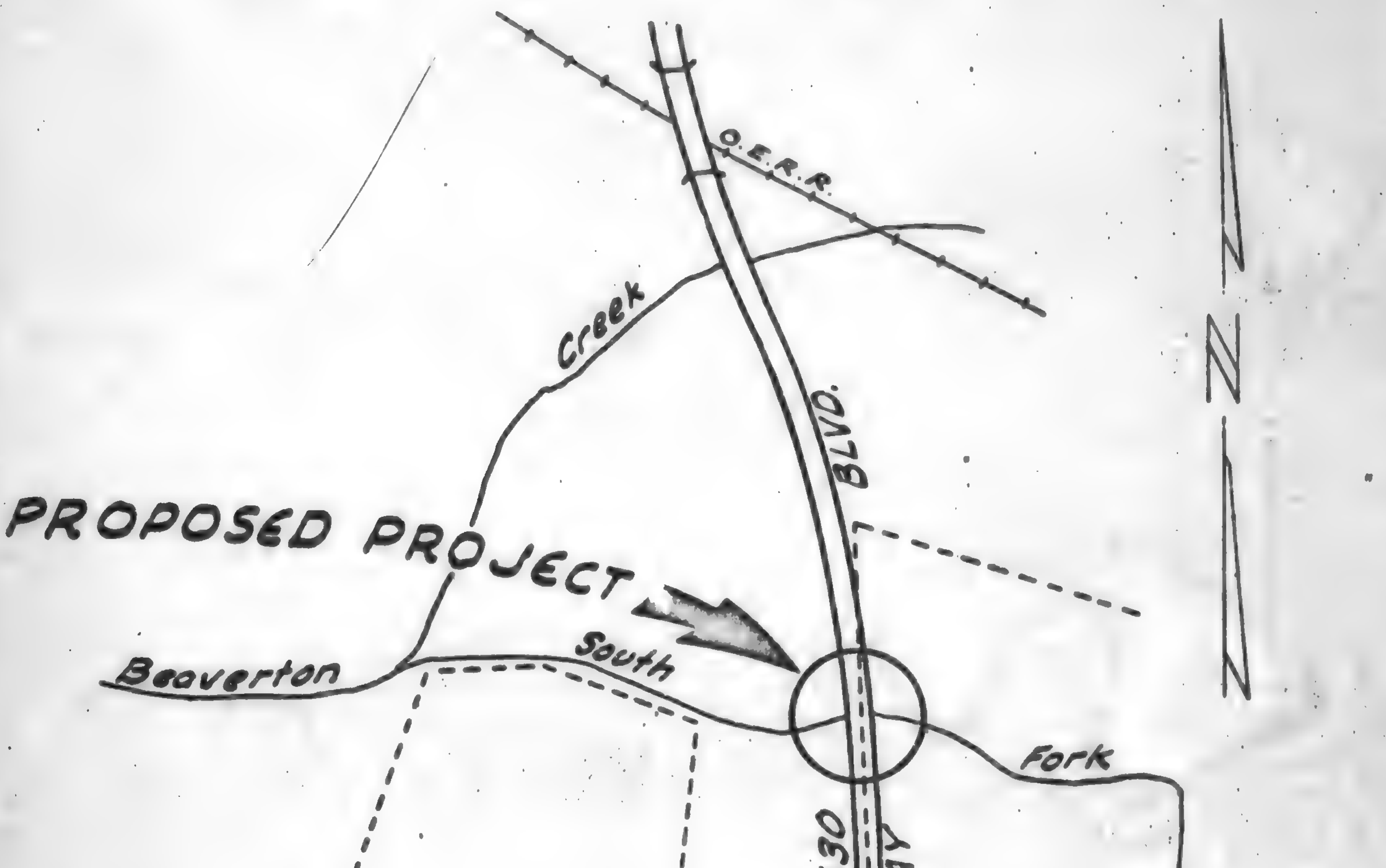
By

Robert H. Prange
Rural Engineer

RHP:ljt

Endorsement of the Oregon State Highway Division

Concur____________________________Date__________________
Asst. State Highway Engineer


O.E.R.R.
N
Creek
BLVD.
PROPOSED PROJECT
Beaverton
South
Fork
Route 630
MURRAY
To Hillsboro
TUALATIN
VALLEY
HWY.
S.P.
TRANS.
CO.
To Beaverton
FAS
Beaverton City Limits
S.W.
HWY.
FARMINGTON

S.FK. BEAVERTON CR. SECT.
S.W. MURRAY BLVD.
Washington County

RECEIVED
JUN 7 - 1971

FOR FILING

SU-1508

[illegible] 7634

6-3-71

MEMO TO FILE

SUBJECT: South Fork Beaverton Creek
Murray Blvd. Box Culvert
FAS 630
Washington County

Pursuant to Paragraph 6c of PPM 20-8, a public hearing will not be required for the subject project due to the following stipulations:

1. Acquisition of additional right-of-way will not be required. The project consists of constructing a double 8'x 4' concrete box culvert across Murray Blvd. within the existing 90-foot right-of-way.

2. The project does not have an adverse effect on the abutting property. It does, in fact, inhance the adjacent property by providing greater water flow capacity and thus reduces flooding during heavy storm run-off periods.

3. There are no connecting streets whose layout of function will be changed and Murray Blvd. will retain its existing function as a four-lane facility.

Robert H. Prange

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt
6/3/71

cc: F. B. Klaboe
F. L. Hall
L. H. Young
R. N. Chase
FHWA

RECEIVED
JUN 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 14 1971
FOR FILING

1-508 (6)
4634

May 14, 1971

Mr. Ken Meng, Director
Public Works Department
Washington County
Courthouse-Second and Main Streets
Hillsboro, Oregon 97123

Dear Mr. Meng:

Re: FAS 630 (S. W. Murray Boulevard), Jenkins Road-
Beaverton Section, Washington County

It is unfortunate that you experienced problems with the existing culvert installation on the fork of Beaverton Creek in question. Our current studies on this drainage indicate that the most desirable system would be one capable of handling 390 c.f.s. which is predicated upon development of the area in 1980. On this basis, the double 8' x 4' R. C. box culvert should be strongly considered as a replacement for the existing system on Murray Boulevard. It would also be desirable to replace the 48-inch culvert at 144th Avenue with a double 8' x 4' R. C. box culvert. With this, should enclosure of the channel between these two streets become desirable, it can be implemented with a minimum of effort, and continuity would be provided in the drainage structure through this reach of the channel. It must be borne in mind, however, that unless channel conditions are improved in the downstream reaches of the channel below Murray Boulevard, the operating characteristics of the box culvert would be hampered.

It appears that development in the area could advance to the point where "spot" remedies for flooding problems would no longer be practical. Therefore, some thought should be given to a comprehensive drainage study of this section of Washington County which could provide an orderly development of a drainage program compatible with the anticipated growth.

It is hoped that these remarks will assist you and your County Commissioners in your decision on how this drainage should be handled.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
H. S. Cox

WHT:ia srb

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 27, 1971

SUBJECT: Assignment FBK #4113

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

I have reviewed Mr. Meng's letter of April 16 concerning the drainage problem on Murray Blvd., FAS 630, north of the Tualatin Valley Highway, and I can add very little to his comments.

The State designed and installed the existing culvert under Murray Blvd. as part of an FAS-C project in 1965 and the system proved adequate until extreme run-offs occurred in the winters of 1969-70 and 1970-71. We may have erred in the original design by not anticipating the large amount of ensuing build-up and development in the area which added more storm drainage than was planned for.

We have received Washington County's FAS-C project request for the construction of a box culvert along side of, and in addition to, the existing pipe under Murray Blvd. If the Highway Commission gives approval at its May 4 meeting, we hope to expedite the project so that it can be completed before another rainy season sets in. Bob Prange and Cliff Christianson, FHWA Area Engineer, were in Washington County last Friday, April 23, and after reviewing the situation, Mr. Christianson indicated the project would be eligible for construction with FAS-C funds.

H. S. Cox

H. S. Cox
County and City Engineer

RHP:ljt

[illegible]
RID

RECEIVED
APR 29 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ED
R. [illegible]LLISON

SP*52675-734

20

WASHINGTON COUNTY

COURTHOUSE—SECOND & MAIN STREETS
HILLSBORO, OREGON 97123

BOARD OF COMMISSIONERS
BURTON C. WILSON JR., Chairman
JOHN C. ANICKER
LYELL GARDNER
ELDON HOUT
WILLIAM MASTERS

DEPT. OF PUBLIC WORKS
KENNETH A. MENG, Director
WEIL ARCADE
(503) 648-8886

April 16, 1971

RECEIVED
COUNTY & CITY SECTION
APR 20 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ SE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Mr. Fred B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Center & Capitol Street
Salem, Oregon 97310

REF: FAS 630 (S.W. Murray Blvd.)
Jenkins Rd., Beaverton Section
Washington County, April 1966

Dear Fred:

In 1966 at the request of Washington County, the Oregon State Highway Department designed, prepared plans and specifications, let a contract, and supervised the construction of the above captioned project. The project was on a FAS County road and following the usual arrangements the Oregon State Highway Department performed all engineering and investigations for the County as part of the project.

Shown on the construction plans, and constructed, was a storm drainage system consisting of an 18" and 21" storm line running northerly from the T.V. Highway connecting with a system in a fork of Beaverton Creek at Station 116+65. This system carried the fork of Beaverton Creek under the new project commencing with a 48" circular culvert at the upstream end and changing to a 54" circular culvert at the manhole in the center of the road where the previously mentioned 21" line tied in.

In the winter of 1969-70 and again in 1970-71 after heavy rainfall, private structures on 144th Avenue (a County road east of the subject project) experienced flooding. In addition, several private property owners have written the County calling attention to what in their opinion was inadequate storm drainage capacity under S.W. Murray Boulevard.

The engineering staffs of both City of Beaverton and Washington County investigated and ran drainage calculations which indicated capacity under the subject road was inadequate to handle the anticipated runoff. The County was also aware of the possibility of additional inadequacies in the drainage course downstream from Murray Boulevard which, in all probability, was contributory to the problem. Further, we were aware that the intensity of rainfall in these two years was above normal.

To further verify our conclusions, we requested that your division conduct a study of the adequacy of drainage facilities and as a result, on March 11, 1971 we received a letter and report from your Program and Planning Engineer's Office. Said report brought out the fact that there appeared to be constrictions in this fork of Beaverton Creek downstream from the railroad fill (located west of Murray Boulevard) which did contribute to the problem. It was pointed out that the railroad facilities contained triple 84 inch CMP culverts and that for 3 days following flood peak both the inlet and outlet ends of these culverts were still submerged. However, said report pointed out that with existing channel conditions, a 15 year frequency would discharge 176 CFS while the existing 48" and 54" system passed an estimated 120 CFS during the 1971 flood, with elevation of the water surface at the inlet approximately 3-1/2 feet over the top of the culvert and for a headwater depth of 7-1/2 feet plus at or near the crown of the inlet.

The report further indicates that based on the projections of Stevens, Thompson & Runyan Incorporated in their "Tualatin Basin Water & Sewerage Master Plan" the area related to this particular drainage will reach full development by 1980 and that a discharge of 390 CFS is estimated for the improved channel conditions with no storage. The conclusions were that the 48" and 54" culverts under Murray Blvd. would not be adequate with the controls that must be imposed at 144th. The recommendations were that a 72" CMP culvert be installed to supplement the existing installation. However, since it appears that circular culverts would not be capable of carrying the 15 year runoff (without storage) some means should be considered to provide a more efficient system that could carry the future flow of 390 CFS. Two such plans were presented.

As we interpret the results of the study, an additional 72" CMP culvert is needed to handle existing runoff while an additional double 6' x 4' RCBC is needed to handle the projected 1980 runoff for a 15 year frequency storm. As you can see, 1980 is only 9 years away.

The County is concerned about the fact that Murray Blvd. is a major County arterial presently carrying between 10,000 and 12,000 vehicles per day and that the impending development of the property east of Murray between Murray and 144th, must make some provisions for handling this drainage course which could result in complete enclosure. While the double 6' x 4' RCBC in conjunction with the existing system would handle the 1980 projected runoff, we realize that if it was installed, problems still could exist because of the downstream condition of the drainage course. However, these problems would not be caused by the County and the County could not be held responsible for permitting an obstruction in the creek on its facility.

It appears that we must now come back approximately five years from the date of completion of the project and enlarge this drainage facility at an additional expense to the County, State, and the Federal government, as well as an inconvenience to the traveling public. We are, therefore, recommending to the Board of Commissioners that the County apply for an FAS Project to perform this work and we will be urging that the work be completed prior to the next winter's runoff. To say the least, this experience causes us concern about the methods used in designing drainage facilities on road improvement projects. We, of course, assumed that proper engineering studies had been conducted in 1965 and 1966 when the design was made and, therefore, did not attempt to check or redesign those facilities. However, the project is a County road and therefore, the responsibility of the County.

Mr. Fred Klaboe
Page 3
April 16, 1971

I would greatly appreciate it if you would look into this matter and provide me with your opinion and thoughts. In the meantime, we hope that your division will do everything possible to push the supplemental FAS Project through so that any future flooding of the structures upstream from Murray Boulevard cannot be blamed on the County.

Very truly yours,

Ken Meng
Director of Public Works

KM:jt/le
cc: County Administrative Officer
Chief, Engineering Division

RECEIVED
APR 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OM McCALL
GOVERNOR

SU-508(6)
7634

March 9, 1971

Mr. Ken Meng, Director
Public Works Department
Washington County
232M N.E. Lincoln
Hillsboro, Oregon 97123

Attention: Mr. John Crockett
County Engineer

Dear Mr. Crockett:

I am enclosing a hydraulics report for the West Branch Beaverton Creek (FAS 630) that supports the conclusions we had discussed at our meeting March 2nd in my office. I believe that you had been furnished a water-surface profile for the area in question.

You may recall that we had indicated that our studies show that the additional culvert which is proposed to be used with the existing one at Murray Boulevard would not alleviate the problem of flooding and that to be capable of carrying the estimated 15-year flood of 176 cfs under the present condition, a 72-inch culvert in conjunction with the existing culvert would be necessary. You will note the comment in the report which indicates that when ultimate development of the area is reached, it is possible that the 15-year flood could reach 390 cfs because of changes in the characteristics of the ground—it may be prudent to consider one of the alternatives mentioned in the report in lieu of the minimum remedy suggested above. It was further indicated that channel conditions downstream were not conducive to efficient flow characteristics and consideration should be given to some remedial channel improvement downstream from the railroad regardless of the culvert alternative chosen.

I would like to point out it is possible that growth within the area could advance to the point that "spot" remedies for flooding problems would no longer be sufficient. Some thought should be given to initiating a comprehensive drainage study of the area. With such a study, it would be possible to provide an orderly development of a drainage program compatible with the anticipated growth.

Very truly yours,

L. H. Young
Program and Planning Engineer
ORIGINAL SIGNED BY
By W. H. Tebeau

W. H. Tebeau
Assistant Program and
Planning Engineer

Attach.

WHT:ia

cc: H. S. Cox

MURRAY BOULEVARD CROSS DRAINAGE
WEST BRANCH BEAVERTON CREEK
SUNSET HIGHWAY-TUALATIN VALLEY HIGHWAY
FAS 630

At Murray Blvd., the existing 48" culvert passed an estimated 120 cfs during the 1971 flood. Elevation of the water surface at the inlet was approximately 3-1/2 feet over the top of the culvert for a headwater depth of 7-1/2+ feet at or near the crown at the inlet. Downstream from Murray Blvd. the water inundated a small wooden bridge, and further downstream passed through triple 84" CMP culverts beneath the railroad tracks; three days following the flood peak, both the inlet and outlet ends of these culverts were still submerged, which indicates that the control of the flow through this creek is located downstream from the railroad.

Assuming a headwater depth of 5 feet at the inlet of the existing 48" culvert at Murray Blvd., an additional 48" culvert in conjunction with it would allow 140 cfs to pass through. This headwater depth would place the water elevation about 1 foot lower than the doorway of the house on the downstream side of 144th Street; however, because the house is located close to the road, it is still possible that water could enter the house a few inches at the most. There would be virtually no improvement of flood conditions on the upstream side of 144th.

The Tualatin Basin Water and Sewerage Master Plan (Stevens, Thompson & Runyon, Inc.) indicates that the area related to this particular drainage will reach full development by 1980 which is less than 10 years; this leads to the assumption that there could be a considerable change in the storm drainage with increased runoff and decreased storage. With a 15-year frequency, a discharge of 176 cfs is estimated for existing channel conditions--a discharge of 390 cfs is estimated for improved channel conditions with no storage. This indicates that the additional 48" culvert at Murray Blvd. would not be adequate with the controls that must be imposed at 144th. Maintaining the same headwater depth of five feet at the inlet at Murray Blvd., a 72" CM culvert is recommended to supplement the existing installation. This culvert would function with one foot of freeboard and carry a total of 176 cfs in conjunction with the existing 48" CMP.

Since it appears that circular culverts would not be capable of carrying the 15-year runoff (without storage) without a multiple installation, some means should be considered to provide a more efficient system that could carry the future flow of 390 cfs. Two such plans are presented as follows:

(1) Use a double 6' x 4' RCBC with the existing 48-inch culvert. This would leave the manhole and other sewer appurtenances intact.

(2) Removing the 48-inch culvert and replacing with a double 8' x 4' RCBC. This would necessitate reconstruction of the manhole now in place.

Either of these installations would have the capacity to handle the 15-year flow with 1980 development of the area.

A double 8' x 4' RCBC should be considered as a replacement for the 48-inch culvert at 144th Avenue. This culvert would have the capacity for handling the 390 cfs mentioned above.

William H. Tebeau
Asst. Program & Planning Engineer

By Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

RLL:ia
3-5-71

16-3314 The Cove Palisades State Park, 1971
SW of Madras
#7636 (Landscape improvement)

RECEIVED
NOV - 1972

FOR FILING

7636

November 2, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On October 27, 1972, we wrote to you concerning release of final payment on Contract No. 7636 awarded to Cascadian Landscapers, Inc., for landscape improvement in The Cove Palisades State Park in Jefferson County.

Final payment on this contract is $3,305.83 and the total contract amount is $64,171.35. No work was performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

ho

cc Cascadian Landscapers, Inc.
360 N. W. 114th Street
Portland, Oregon 97229

bc G. T. Kessey
Walt Hart
V. E. Skoog
Attn: W. L. Hamner
J. F. Putnam

RECEIVED
OCT 27 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7636

DATE October 26, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7636 Work Completed September 15, 1972

Project The Cove Palisades State Park

Highway -- County Jefferson

Type of Work Landscape Improvement

Contractor Cascadian Landscapers, Inc.

Recommended Acceptance Date October 26, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:dqk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7636 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Cove Palisades State Park

WEEK ENDING: October 14, 1972

SECTION PREFIX: 16-3314

HIGHWAY: - - -

COUNTY: Jefferson

NAME OF JOB: The Cove Palisades State Park

KIND OF WORK: Landscape Improvement

CONTRACTOR: Cascadian Landscapers Inc.

CONTRACT NUMBER: 7636

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 30, 1971

DATE WORK STARTED: October 28, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1972(stop work order June 16 thru Sept10, 1972)

PERCENT OF TIME ELAPSED: 100%plus 5 days

PROJECT AUTHORIZATION: $73,368.17

EXCLUSIVE OF ENGINEERING: $66,960.47

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $64,283.90

ESTIMATED PERCENT: OVERRUN UNDERRUN 4 %

ENGINEERING AUTHORIZATION: $6,407.70

ENGINEERING COST TO DATE: $6,306.14

PERCENT OF AUTHORIZATION: 98½ %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

DATE PROJECT WAS COMPLETED: September 15, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
OCT 16 1972
CONSTRUCTION
SECTION

Kousey K
Bond B
Walker
Johnson
Pease E
Glenn
Litchfield
Berg

BEN G[illegible]FORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region October 11, 1972

Final weekly report for this project.

SIGNED W W Robertson LOCATION Bend, Oregon 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
SEP 24 1971

16-3314
7636

September 14, 1971

Cascadian Landscapers, Inc.
360 N. W. 114th Street
Portland, Oregon 97229

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7636 for landscape
Improvement in The Cove Palisades
State Park in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Surety Department
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
David Talbot
R. N. Clark
J. F. Putnam

RECEIVED
SEP 14 1971

16-3314

7636

September 13, 1971

Cascadian Landscapers, Inc.
360 N. W. 114th Street
Portland, Oregon 97229

Gentlemen:

Enclosed are three copies of Contract No. 7636 for Landscape Improvement in The Cove Palisades State Park in Jefferson County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 30, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc F. D. Morgan
L. D. Merchant
David Talbot
R. N. Clark
J. F. Putnam
Roy Olson

I-105-4(115) 7th Ave.-Willamette R. (Eug.) '71
196 Sec., Eugene-Spgfld. Hwy. (Grad., pav.,
#7637 struct., traf. control devices) #3

C&A 4773 — 7-13-73

★U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 000

7-28-77

cc: Wash. D.C. (HNO-32)
OSHD [redacted]
Reg. 3 (Shirley)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 11	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 7-28-77	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-105-4(115)196
COMPLETION DATE 10-25-73	ACCEPTANCE DATE BY CONTRACT AGENCY 1-22-74	TIME ELAPSED a. 159% b. 104% %	CONTRACT TIME 700 CWD
APPROVED EXTENSIONS 159	LOCATION Eugene, Oregon		

RECEIVED
STATE HWY ENGR
AUG 9 77
REFER TO

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

8.9.77
cy Keasey

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

7th AVE.-WILLAMETTE RIVER SECTION
EUGENE-SPRINGFIELD HIGHWAY
Grading, Paving, Structures, Traffic Control & Illumination

Project Description:

This project extended I-105 from just north of the Willamette River (1st St.) to a connection with the 6th and 7th Street couplet. A viaduct section was constructed coming to street grade at 6th St. The area beneath the viaduct (one block wide) was developed into a very beautiful park including numerous recreational facilities.

Contract Time:

The completion of this project was hampered by labor strikes and extra work. Time extensions were granted for both sections of work. No liquidated damages were charged.

The original monetary authorization was for 7,706,000. The final estimate of costs is 7,594,000. The total project cost underran less than one percent.

CC SENT
AUG 8 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by [illegible] LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engr.	DATE 7-29-77	TITLE District Engr.	DATE 7-29-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

The main spans in this structure were designed to utilize post-tensioning. Following completion, it became apparent that more creep was occuring than anticipated in the design. Later it became necessary to modify several of the expansion joints due to the excessive shortening of the members. This work is presently being performed under a separate contract.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2, 4, 5, 8, 9, 12, 13, 15, 15, 18, 19, 22, 23, 24, 25, 27, 28, 30, 31, 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon

COUNTY: Lane

FEDERAL PROJECT NO.: I-105-4(115)196

URBAN (X)
RURAL ( )

DATE STARTED: Sept. 23, 1971

DATE COMPLETED: October 25, 1973

TOTAL NO. BRIDGES: 2

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
A		CONSTRUCTION TYPE CODES			
A	20	FINAL CONSTRUCTION COST	DOL.	1,944,186	5,044,285
A	21	LENGTH OF PROJECT	MILES	0.127	0.424

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR	TOTAL MAN HOURS 234,990	GROSS EARNINGS 1,761,096	
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	348,312	3,270,553
B	9	PETROLEUM PRODUCTS	GAL.	15,500	82,026
B	1	CEMENT	BBL.		
C	2	AGGREGATES PURCHASED	TON.	24,170	
C	92	AGGREGATES PURCHASED	CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.	1,300	
C	4	LUMBER	THSD BD. FT		1,091
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.	12,111	6,706,149
D	8	STRUCTURAL STEEL	LB.		486,300
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.	1,761	32,559
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	18,115	
E	15	AGGREGATES PRODUCED	TON	15,215	
E	95	AGGREGATES PRODUCED	CU. YD.		
F	16	MISCELLANEOUS STEEL	LB.	10,300	1,043,682
F	17	FENCING	LIN. FT.	3,072	
F	18	GUARDRAIL	LIN. FT.	305	
F	19	BRIDGE RAIL	LIN. FT.		7,557
D	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	135,666	
D	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	332,626	

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6	CORRUGATED STEEL CULVERT	
J	13	CONCRETE PIPE	
J		8"	3,639
J		10"	126
J		12"	3,225
J		15"	741
J		18"	100
J		24"	1,045
J		30"	483
J		36"	476
J		42"	363
K	14	CLAY PIPE AND DRAIN TILE	
L	25	CORR. ALUMINUM CULVERT	
M	26	CAST IRON PIPE	

CARD G — *Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel* — 48, 52, 53, 61, 62, 70

[illegible] OBSOLETE

8

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 14, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. I-105-4 (115) 196

Contract No. 7637 Work Completed October 25, 1973

Project 7th Ave.-Willamette River (Eugene)

Highway Eugene-Springfield

County(y)(ies) Lane

Acceptance: Transportation Commission January 22, 1974

Federal Highway Administration October 25, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DLC:mb
Att.

cc: C. T. Keasey
Richard Hacek
R. D. Church

637

8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: ~~July 5~~ 7-7, 1977

In reply refer to: HBR.1-OR

SUBJECT: Oregon Project I-105-4(118)196
7th Ave.-Willamette River Section
Expansion Joint Repair

FROM : G. L. Green, Division Administrator

To : Mr. F. B. Klaboe, Chief of Operations
Department of Transportation
Salem, Oregon

This past week the structural engineers of this office reviewed the preparatory work at the site being done by State maintenance forces. The bridge crews are nearly done replacing components of the joints and should be ready for the contractor to finish the job in another week.

It was brought to our attention that the State's preparatory work is proceeding much slower than expected and, therefore, will cost substantially more than estimated. A large part of the delay is seen to be the result of very poor workmanship in the original joint fabrication. It appears that the joint supplier should be held responsible for a portion of these repair costs. ✓

In view of these problems we request that you take whatever steps are appropriate to involve the joint supplier in the cost of the joint repair. At this point it does not seem appropriate for us to be liable for all the costs.

G.K. Hossner
for G. L. Green

cc:
W. Hart (OSHD)

NOTED
H.S. COULTER

RECEIVED
DOT OPERATIONS

JUL 6 '77

REFER TO
Hunter

FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

7-6

cy Coulter

7-7-77

Keasey
Pls handle
ESH
cy Bridge

37

15

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: August 9, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project I-105-4(115)196
Seventh Ave.- Willamette River Sec.

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

- not in Gen. files

NOTED
E. S. HUNTER

The work proposed in Mr. Hart's August 2, 1976 letter is approved.

G.K. Hossner
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 10 '76
REFER TO
Hart
FOR

Info	Invest	R/O	D/R	Sign	Act	File
					✓	

637

15

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 14, 1976

In reply refer to: 1041BR

SUBJECT: Oregon Project I-105-4(115)196
Seventh Ave. - Willamette River Section
First - Seventh Avenue Viaduct

FROM : G. L. Green, Division Adminsitrator

TO : Mr. H. Scott Coulter, State Highway Engineer

-rcd in Gen. Files
7-15-76

We have received Mr. Hart's letter of June 23 requesting approval of $148,000 State force order to repair joint seals and modify the bearings of the above structure. We have authorized State Force Order No. 17 in the amount of $50,000 of which you expended $20,600. This was of a temporary nature in order to keep the structure open during the study period while trying to determine the best course of action.

While we agree that it would be extremely difficult to contract the work as described in Mr. Hart's letter we feel that your support must be more complete before the work is approved by State force order. Have you otherwise investigated the possibility of contracting these items and what additional expense would be entailed under such a contract? Would it be necessary to shut the structure down while making the repair and, if so, what would the inconvenience be to the traveling public? Would contract work be extended over a considerable length of time therefore increasing the costs? Please outline to us a more detailed reason for going State force orders or else try and draft up a contract to cover the corrective measures necessary to assure the proper operation of this structure.

✓

For G. L. Green

NOTED
F. S. HUNTER

RECEIVED
STATE HWY ENGR

JUL 15 '76

REFER TO
Hart

FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 · [illegible]

7637

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

Cc: OSHD (H S Coulter)
Wash DC (HHO-32)

2-24-76

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 2/24/76	REPORT MADE BY R. C. Schimelfenyg, Engr Trainee		PROJECT NO. I-105-4(112)197 115 196
COMPLETION DATE 4/74	ACCEPTANCE DATE BY CONTRACT AGENCY N/A	TIME ELAPSED -- %	CONTRACT TIME N/A
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

FEB 27 1976

Washington

7th AVENUE-WILLAMETTE RIVER (EUGENE)
EUGENE-SPRINGFIELD HIGHWAY
Utility Project

This project consisted of early utility adjustments to facilitate construction of future four-12' lanes E.T. pavement and structures of I-105. Total cost for the project using Force Account payment methods was $48,665.15.

RECEIVED
MAR 2 1976
Office of
Assistant State Highway Engineer

3-2-76
[illegible]

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 2/24/76	TITLE District Engineer	DATE FEB 27 1976

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7637

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

December 31, 1975

FILE: MAI 14-1

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Regional Maintenance Engineer

TO: Walter Hart
Bridge Engineer
SALEM

SUBJECT: Falling Debris
Washington-Jefferson Bridge
I-105 - Lane County

In mid-December, I met with Mr. Edwin R. Smith, Director of Eugene Parks and Recreation Department and discussed the falling debris problem with him and his staff.

From our previous contacts, he had his park caretaker keep a listing of the types of material and location since November 1, 1975. Our discussion and observation brought out that the objects were heavy and would not likely be thrown from the structure from a secondary impact. It appears that these objects are dropping off vehicles and are rebounding through or over the pipe railing. I assured Mr. Smith that our maintenance crews were aware of the problem and would give the structure increased vigilance for debris and set a somewhat increased sweeping cycle. The nature of the objects would preclude their removal by standard sweeping methods. A copy of the city's location map is attached for your information.

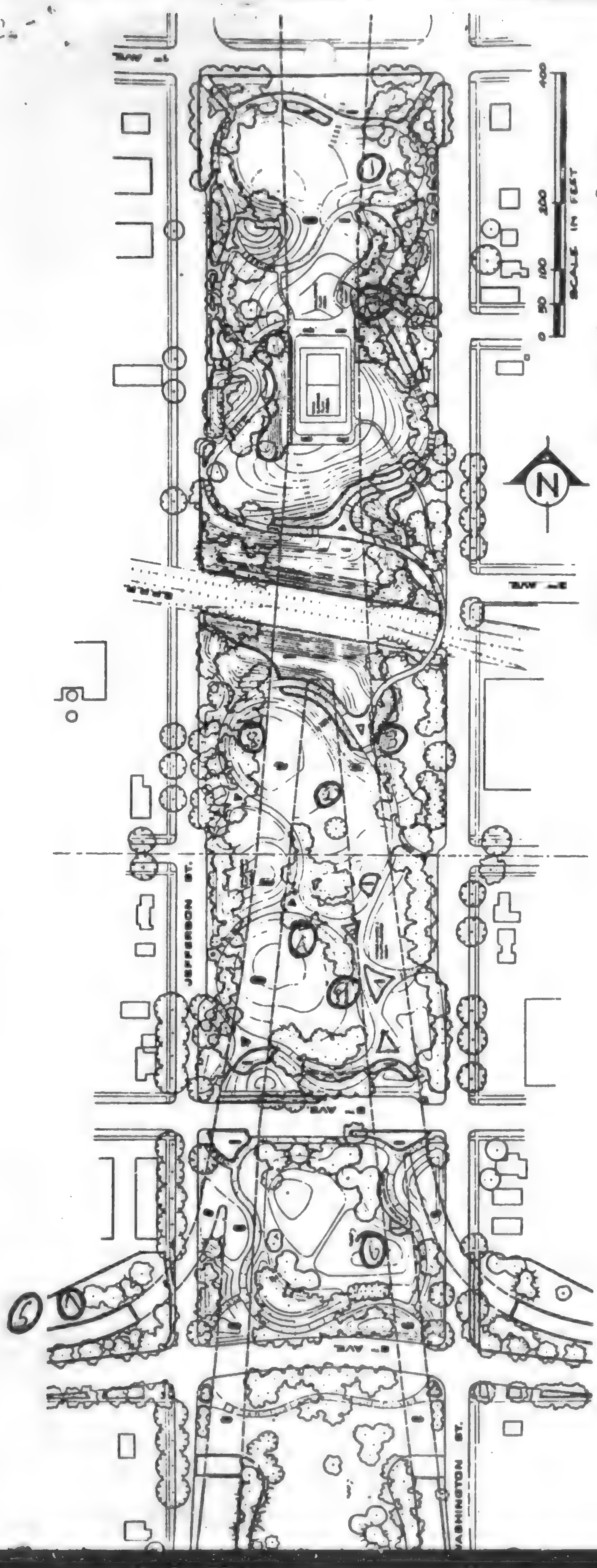
There appears to be no special pattern in the location which indicates that any solution would have to include the entire structure. The city will continue to monitor the objects and report through this office. Unless the pattern changes, I feel we will eventually have to consider some type of protective screen.

JJG/cw
Attach.

cc H. S. Coulter ✓
D. H. Moehring
Wm. Anhorn

RECEIVED
JAN 5 1976
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER



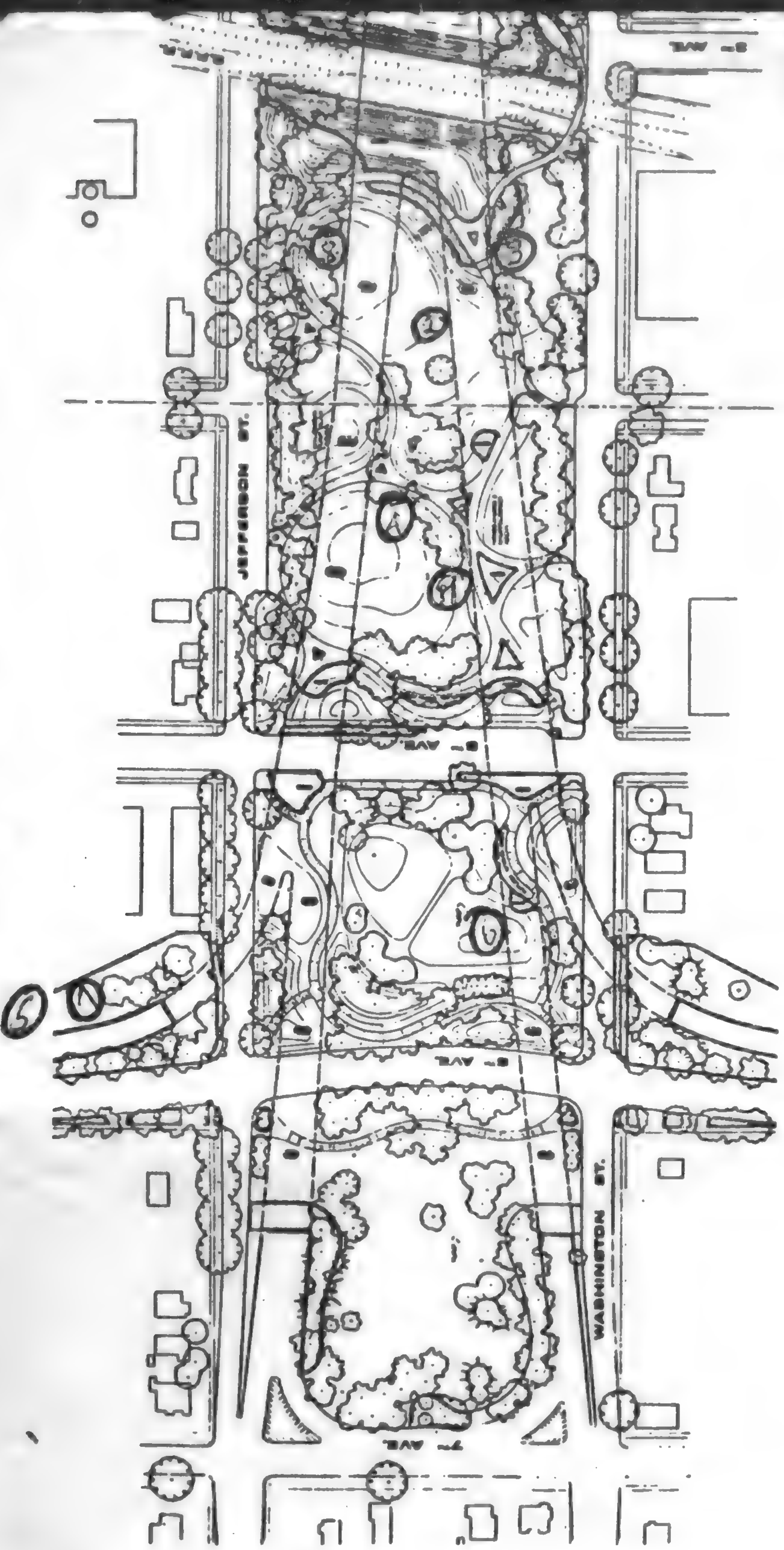
JEFFERSON ST.
WASHINGTON ST.
0
50
100
200
400
SCALE IN FEET
N

	Da	Item	Location
①	11/4/75	bar run	1st - 2nd
②	11/5/75	lg. can	RR - 4th
③	11/7/75	chunk asphalt	RR - 4th
④	11/13/75	bumper guard	
⑤	11/13/75	hubcap	
⑥	11/13/75	2'-2"x4" w/ nails	6th - 7th
⑦	11/24/75	car muffler	Madison, off ramp
⑧	12/3/75	1/2 sheet plywood	4th & Jefferson
⑨	12/12/75	4'-5' stick	4th - 5th
⑩	12/12/75	bottle	2nd & Washington

* Found by Lee Anstine

⑨ 12/12/75 4'-5' stick 4th - 5th

⑩ 12/12/75 bottle 2nd & Washington


JEFFERSON ST.
WASHINGTON ST.
8
3
2
4
5
7

* Found by Lee Anstine

7637

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 18, 1975

FILE: CON 5 #7637

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: Alfred Shirley, Jr.
Regional Engineer

ROSEBURG

SUBJECT: 7th Ave.-Willamette River
Eugene-Springfield Highway
Contract No. 7637
State Force Order No. 18
Debris Screens

The subject proposal you submitted has generated considerable discussion. A clear consensus of opinion has not emerged for making this type of installation. It should only be after adequate observation of the problem.

The FHWA does not sanction the idea and their participation in any such funding is not expected. The proposal would be reconsidered with the submission of good, sound evidence that shows, first, that a hazard exists (not simply an isolated incident) of material going through the rail and, second, that the proposed screening would be a solution to the problem. Other alternatives such as more frequent maintenance cleaning during periods of heavy park usage should be explored. We understand you have already been advised to do that.

There is no current precedent for this type installation to our knowledge. In fact, the trend is in the opposite direction. The esthetics of this structure should be blemished only if a correctable hazardous condition exists and alternate solutions are not effective.

State Force Order No. 18 is returned herewith.

JAB:DL:fr

Att.

cc: H. S. Coulter
Walt Hart

RECEIVED
NOV 19 1975
Office of
Assistant State Highway Engineer

October 17, 1975
Salem, Oregon

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart
Bridge Engineer

Mr. A. Shirley
Region 3 Engineer

First Ave.-Seventh Ave. Viaduct
Eugene-Springfield Hwy.
Debris Screening

Here are four suggestions for screening the two-tube rail sections of the subject structure. It is recommended that a panel or two of each alternate be installed so that their visual impact and feasibility can be evaluated. The type and spacing of the connections may be revised as necessary to provide adequate support. All hardware should be aluminum or galvanized.

Please inform this office when this work has been completed so that arrangements can be made to inspect the installations.

PMO/ag
Encls. 2
cc E. S. Hunter

11-18
Discussed further with Hart. He does not favor doing this — except as last resort. Understands Region has been advised already to do more sweeping of the bridge.

NOTED
P.A. ANDERSON

NOTED
[illegible]

NOTED
W. J. HART

#7637

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

MAI 14-1

NOTED
H. S. COULTER

October 14, 1975

Mr. Edwin R. Smith, Director
Parks and Recreation Dept.
City of Eugene
777 Pearl Street
Eugene, OR 97401

NOTED
E. S. HUNTER

Dear Mr. Smith:

In response to your letter of October 9 concerning debris from the Washington-Jefferson Bridge, I have asked our Bridge Design Section to prepare a design and cost estimate for a chain link fence attached to the bridge handrail, which I believe will be of some help in eliminating the falling debris from the bridge. Obviously this will not do the job one hundred percent. In order to do that, it would appear that we would have to enclose the structure in some kind of a cage which is sometimes used for pedestrian structures. This type of design, I believe, would not be in keeping with the aesthetic quality that the structure now has.

As soon as we receive the design and cost estimate I will make a search of what funding might be available to achieve the improvement.

Very truly yours,

ORIGINAL SIGNED BY ALFRED SHIRLEY, JR.
ALFRED SHIRLEY, JR.
Regional Engineer

AS/cw

cc F. B. Klaboe ✓
Wm. Anhorn

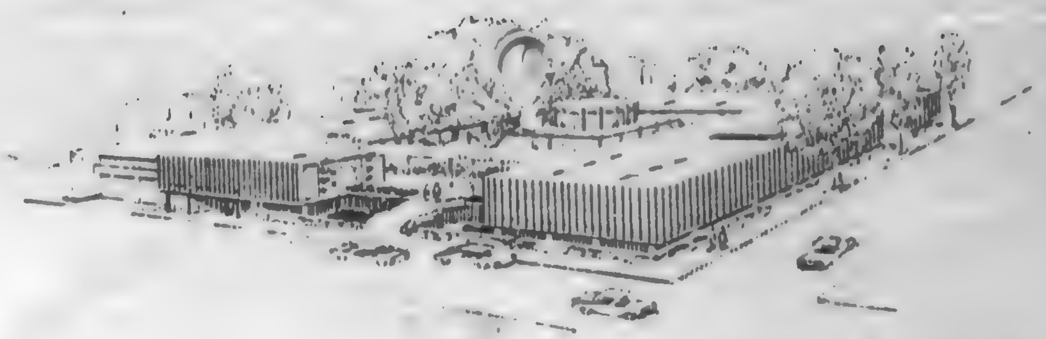
RECEIVED
OCT 20 1975
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

RECEIVED
STATE HWY ENGR
OCT 15 '75
REFER TO
ESH
FOR

Info	Inves	R/D	D/R	Sgn	Act	File
✓						✓

CITY
OF
EUGENE



PARKS & RECREATION DEPARTMENT
ROOM 105 - 777 PEARL STREET
EUGENE, OREGON 97401
503/687-5333

October 9, 1975

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, OR 97470

Dear Mr. Shirley:

Re: Attached Letter of Inquiry

We are still in need of your assistance. We had a near tragic accident of a 4 year old girl being hit by a 2 X 4 - 4 feet long. Fortunately she wasn't hit or hurt.

I await your reply.

Sincerely,

Edwin R. Smith
Director

ERS/lb

cc: Fred Klaboe ✓

RECEIVED
STATE HWY ENGR
OCT 10 '75
REFER TO
Ed
FOR

Info	Inves	R/D	D R	Sign	Act	File
	✓					

discuss

10-13-75
Walt Hirt
What could we do to prevent this? How much money?
Ed

NOTED
F. B. KLA

July 31, 1975

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

Dear Mr. Shirley:

We are being bombarded by debris falling from the Washington-Jefferson Bridge. Because of the unique park developed underneath and the terrific expenditure needed to maintain it that way, I would like to request that additional maintenance be done to the bridge roadway.

Apparently the large traffic load and low railing allows the debris to be easily kicked or blown over the side. We feel that this is of major concern as the general public underneath the bridge is using the park more and more. The liability involved could cause major concerns for your department. I would hate to see someone seriously injured from falling debris.

Please advise as to what action you might propose.

Sincerely,

Edwin R. Smith
Director

ERS/lb

cc: Anhorn
    Ed Hunter

7637

CITY
OF
EUGENE

RECEIVED
STATE HWY ENGR
AUG 1'75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

PARKS & RECREATION DEPARTMENT
ROOM 105 - 777 PEARL STREET

EUGENE, OREGON 97401
503/687-5333

July 31, 1975

Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Department
P.O. Box 1128
Roseburg, Oregon 97470

NOTED
E. S. HUNTER

Dear Mr. Shirley:

We are being bombarded by debris falling from the Washington-Jefferson Bridge. Because of the unique park developed underneath and the terrific expenditure needed to maintain it that way, I would like to request that additional maintenance be done to the bridge roadway.

Apparently the large traffic load and low railing allows the debris to be easily kicked or blown over the side. We feel that this is of major concern as the general public underneath the bridge is using the park more and more. The liability involved could cause major concerns for your department. I would hate to see someone seriously injured from falling debris.

Please advise as to what action you might propose.

Sincerely,

ES lb

Edwin R. Smith
Director

ERS/lb

cc: Anhorn
Ed Hunter

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 17

Project Name 7th Avenue-Willamette River

Date December 4, 1974

Highway Eugene - Springfield

Contract No. 7637

F. A. Project No. I-105-4(115)196

County Lane

Prefix 620-1046

Account No. 269-17

Description of Work To Be Done: Install a temporary cover plate for protection over joint at Bent L-3. Repair and/or modify, as required, all Wabo-Maurer joints installed throughout the structure.

FHWA ENDORSEMENT
Approval limited to only emergency work
to maintain traffic.

APPROVED EFFECTIVE DATE 11-27-74.
Contingent upon modification of project agreement if additional funds are required
BY H. A. Schell
TITLE Division Bridge Engr.
DATE 1-9-75
FEDERAL HIGHWAY ADMINISTRATION

Location by Station Numbers:

Sta. 64+36 to Sta. 86+74

Estimate of Quantities and Costs:

Labor	$15,000.00
Materials	30,000.00
Equipment	5,000.00
Total	$50,000.00

Explanation: Repair and modification of joints is required because they have opened to near capacity and in one location (Bent L-3) beyond it's theoretical capacity. The long term shrinkage and creep that has occured exceeds the amount provided for in the design. The urgent need for this repair work does not allow the extra time required to initiate a contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $7,706,419.99

Present estimate of project cost, including $50,000.00 for work under this order $7,693,868.32

Expected under-run ~~overrun~~ (amount) $12,551.67

Expected under-run ~~overrun~~ (per cent) 0.16%

Space to right of this line is for use of Salem Office

Submitted by: Ellis R. Jones, Resident Engineer

Approval Recommended: J. X. Wilson, Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: H S Coulter, Assistant State Highway Engineer or

State Printing

AD

#9637

8

File - Bridge 9600

November 26, 1974

NOTED
E. S. HUNTER

Mr. Wayne Walter
Watson-Bowman
1280 Niagara Street
Buffalo, NY 14213

Dear Mr. Walter:

First Ave.-Seventh Ave. Viaduct
Eugene
Bridge 9600

As discussed in our telephone conversation, enclosed are two prints each of two sketches for our proposed repair of the Wabo Maurer D-780 joint on the First Ave.-Seventh Ave. Viaduct in Eugene.

The joint was installed with a joint opening of 12 3/4" at a mean temperature of 55°±. The joint has opened to 16 3/4"± at a mean temperature of 45°±.

The large movement is apparently due to creap and plastic flow even though the joints were installed from three to eleven months after the concrete was post-tensioned.

We would like you to study our proposed repair and give us your opinion of it. We would appreciate any comments you may have on this method or any alternate method you feel would be as good or better. Please comment on any problems we may encounter during the repair.

Prints of sketches of joint at the existing opening, showing relation of support bars and bearing pads, will be sent tomorrow.

Very truly yours,

Walter J. Hart
Bridge Engineer

L. L. Wallace
Bridge Design Engineer

RECEIVED
NOV 27 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

TGK:dh
Enclosure
cc Madden Const. Supply (Attn. Mr. Johnson)
E. S. Hunter
Alfred Shirley Ellis Jones

7637

s

OREGON STATE
HIGHWAY DIVISION

April 24, 1974

State Treasury Department
103 State Capitol Building
SALEM, OR 97310

Re: Treasurer's Receipt #1147 (Part
of Bond 150121) for $15,000.00,
Contract 7637, Donald M. Drake Co.

Attention: Merle Crowe, Cashier

Contract 7637 has been finaled and the $15,000.00 amount on deposit in lieu of retainage is no longer required. This amount is to be transferred and added to the amount on deposit of contract 7937 in lieu of contract retainage.

Very truly yours,

Vernon E. Skoog, Fiscal Officer
OREDOT

By

R. J. Hacek,
Accounting Systems Officer

CRP:pl

cc: Donald M. Drake Co.

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

E-123

1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS DEVELOPERS
AC 503 226-3991

S

7637

April 16, 1974

Mr. Merle Crowe, Cashier
Treasury Department
State of Oregon
Salem, Oregon 97310

Dear Merle:

On April 10th, as shown on the attached copy of a letter from A. E. Johnson, Deputy State Highway Engineer, an Extension of Time was granted on Contract #7637 which will waive all liquidated damages. I assume that you will shortly receive notification to release the remaining $15,000 of securities pledged on retention on this contract. When you receive such notification, please transfer the $15,000 to Contract #7937, South Tigard Interchange in the name of Donald M. Drake Company. This will combine all of the U. S. National Bank's Time Certificates of Deposit in one contract.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

NOTED
A. E. [illegible]

DBK:lm

Enclosure

cc: Maurice Payne, 12949 S. W. Pacific Highway, Tigard, Oregon
→ A. E. Johnson, Deputy State Highway Engineer, Highway Bldg., Salem, OR. 97310

RECEIVED
STATE HWY ENGR
APR 17 '74
REFER TO
[illegible]
FOR
Info | Invs | N/D | D/R | Sign | [illegible] | File

Orig
4-19-74

7637 –

5

April 18, 1976

AIR MAIL
The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $21,073 will be made to Donald M. Drake Co., on Contract No. 7637 for work on the 7th Avenue-Willamette River (Eugene) Section of the Eugene-Springfield Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $7,009,344.55 including the post-final payment. Of the total $23,331.34 is for force account.

Very truly yours,

G. W. Head
COMMISSION SERVICES

fsm

cc Donald M. Drake Co.
1740 N. W. Flanders Street
Portland, OR 97209

C. T. Heavey
Walt Hart
V. E. Sheeg Attn: Dick Hauck
Alfred Shirley

7637

April 10, 1974

Donald M. Drake Company
1740 N. W. Flanders
Portland, OR 97209

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7637 for work on the 7th Avenue-Willamette River (Eugene), Phase "a" Section of the Eugene-Springfield Highway in Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 159 days is granted on the early phase illumination work which will waive all liquidated damages on Phase "a".

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc: F. B. Klaboe
H. S. Coulter
C. T. Keasey w/att.
V. L. Gallagher
Alfred Shirley

JAB:fr kmb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7637 Contractor Donald M. Drake Co.

Highway Eugene-Springfield

Section 7th Ave.-Willamette River (Eugene)

Kind of Work Grading, Paving, Structures & Traffic Control Devices

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 159-day time extension on Phase "a" for delay in illumination work due to plan revisions (P.A. 8 and pole lengths) and development of lowering devices.

Recommended for Approval:

J H Wilson
Regional Engineer

John A. Bond
Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No.	7637
Project designation (State-Federal)	I-105-4(115)196
Date awarded	August 30, 1971
Work started	Sept. 23, 1971
Per cent completed	100% 25 Oct. 73 (Date)
No. of Workdays Allowed	270-Part "A"
No. of Workdays Used	429
No. of Added Workdays Requested	159

SP*67065-734

E-230 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 19, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 270 days to 439 days, within which to complete our Contract No. 7637*, without the assessment of liquidated damages. The said contract is described as follows:
7th. Ave. to Willamette River (Eugene) Section, Eugene, Springfield Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

All illumination work north of the Willamette River was delayed for reasons beyond our control as explained in the attached summary of events, Sheets 1 thru 3.

* 270 Day Time Limit Portion Of Contract

Respectfully submitted,

Donald M. Drake Co.
Contractor

By Webster E. Smith
Webster E. Smith

CONSENT OF SURETY

Date September 19, 1973

We, THE TRAVELERS INDEMNITY COMPANY
, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W. Kent Thie
Attorney-in-fact W. Kent Thie

(SEAL)

W. Kent Thie
Resident Agent W. Kent Thie

The Travelers Indemnity Company
Hartford, Connecticut

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

—— William K. Thie of Portland, Oregon ——

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

—— Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof ——

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This appointment is made under and by authority of the following by-laws of the Company which by-laws are now in full force and effect:

ARTICLE IV, SECTION 13. The Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President, any Second Vice President, any Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.

ARTICLE IV, SECTION 15. Any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by any Secretary or any Department Secretary or any Assistant Secretary or when signed by the Chairman of the Board, the President, the Chairman of the Finance Committee, the Chairman of the Insurance Executive Committee, any Senior Vice President, any Vice President or any Second Vice President and countersigned and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent; and any such bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by one or more attorneys-in-fact or agents pursuant to and within the limits of the authority granted by his or their power or powers of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

—— This power of attorney revokes that dated February 20, 1968 on behalf of William K. Thie ——

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of June 19 72.

THE TRAVELERS INDEMNITY COMPANY

By E A Houser

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 1st day of June in the year 1972 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

tion adopted by the Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 30th day of November, 1959:

> VOTED: That the signature of any officer authorized by the By-Laws and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

______ This power of attorney revokes that dated February 20, 1968 on behalf of William K. Thie ______

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of June 19 72.

THE TRAVELERS INDEMNITY COMPANY

By E A Houser

Secretary, Surety

State of Connecticut, County of Hartford—ss:

On this 1st day of June in the year 1972 before me personally came E. A. Houser III to me known, who, being by me duly sworn, did depose and say: that he resides in the State of Connecticut; that he is Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by authority of his office under the by-laws of said corporation, and that he signed his name thereto by like authority.

Ruth H. Somerville

Notary Public

My commission expires April 1, 1974

(Over)

S-1869 PRINTED IN U.S.A. 671

CERTIFICATION

I, D. J. Nash, Assistant Secretary (Surety) of THE TRAVELERS INDEMNITY COMPANY certify that the foregoing power of attorney, the above quoted Sections 13. and 15. of Article IV of the By-Laws and the Resolution of the Board of Directors of November 30, 1959 have not been abridged or revoked and are now in full force and effect.

Signed and Sealed at Hartford, Connecticut, this **19th** day of **September** 19 **73**.

Assistant Secretary, Surety

Calendar day count for installation of high mast tower lighting poles began on September 22, 1971 On September 30, 1971, we issued our purchase order to Westinghouse Electric Supply Co. for high mast towers, lower-raise devices, and associated equipment. Manufacturers needed verified pole heights before equipment could be manufactured. We received a letter on January 25, 1971, from the Oregon State Highway Department, dated January 24, 1971. This letter came to us via Donald M. Drake Co., containing the verified pole heights. This letter also requested a price for changing locations of poles #13, and #14 and adding pole #23. The verified pole heights were changed from contract specs for Pole #7, 13, 14, 19, and 21. These changes also necessitated a change in price. Manufacture still could not be started as we had no written authorization to proceed with the change and shop drawings were not yet approved.

On January 25, 1972, we sent a copy of January 24, 1972, OSHD letter to Wesco requesting a quotation for the changes. We did not receive the quotation until March 24, 1972. The price given was in lump sum from incorporating all changes. The time delay in receiving the quotation was due to WESCO having to contact Union Metal Co. and Holophane, Inc. Considerable time obviously had to be spent in each organization routing the changes through their various departments to arrive at a price.

The same day, we received the price from WESCO. March 24, 1972, we wrote Donald M. Drake Co., quoting our cost for the changes. Shortly after receiving our price, the OSHD requested that a break down of cost be given for each pole. WESCO was immediately requested to supply us with the price change for each pole. WESCO supplied us with this information on April 12, 1972. On April 14, 1972, we sent a letter to Donald M. Drake Co. showing the price change for each pole. It was not until June 2, 1972, that we received a change order from Donald M. Drake Co. for the changes as shown in the OSHD letter of January 24th. Donald M. Drake Co. change order was dated May 31, 1972.

Due to the time factor, we told WESCO on or about April 28, 1972, to proceed with the order for high mast tower poles and lower-raise devices. This was done at our own risk, as written approval for the changes had not yet been received. The OSHD standard specifications are very clear on this point.

We were recently informed by the OSHD that once shop drawings were approved, we could have directed our supplier to proceed with the order. We were further informed that the OSHD had assumed that manufacture had been started after approval of shop drawings on February 27, 1972.

We have received a letter from Westinghouse Electric Supply Company, dated September 6, 1973, and signed by R. L. Austin, Branch Manager. The letter is transcribed herein:

"In regard to our meeting of August 29, 1973, with the Oregon State Highway Department, we feel that we definitely have a case to justify a time extension that will completely cancel out any late charges.

If we examine the circumstances carefully, I believe that we can be in complete accord. First, we received our order on 9/30/71, and I would imagine that this is when the 270 days started. At the time we received our order, we knew that the tower heights had to be verified. We received these on 2/-72 at which time, we were asked to quote the changes. These being engineered devices and cannot be priced from a catalog, it took until March 24, 1972 to get every thing back. We then quoted a price for the changes as a lump figure not knowing that it had to be broken down. We were then told that it could not be accepted in this manner and it had to be requoted. This was accomplished on 4/14/73 after we received an order to proceed. Holophane received an order in writing from us on 4/28/72. You will note that we have now used up 212 of the 270 days or 7 months time before we could proceed with manufacture.

In our meeting it was said that we chould have assumed all the changes in the heights and the addition of tower #23 would go through and started without an order to proceed. We will not assume at any time, that changes are going through when it is up to another body to approve. Would they pay for the work that was done if they decided to turn it down? I do not believe so. Also if they want us to assume this why don't they tell us. They could have told us to proceed when we gave them the lump figure and broke it down later if they wanted to.

I have a letter from the Union Metal Co. as to why they manufactured their equipment prior to receiving an order to proceed. They stated that they felt sufficiently familiar with the plans, specifications and the State of Oregon requirements to proceed and did this only because of the time schedule. They also stated that had the Highway Department decided to delay or change the requirements it would have cost Union Metal a considerable amount of money.

The rest of us are not so familiar with the department and we will not take these chances."

The Oregon 1970 Standard Specifications for Highway Construction are very explicit in relating to the above situation. We are quoting Subsections that we feel apply directly to the above.

Section 104 Scope of Work

Sub-section 104.02 Alteration of Plans or Character of Work

"The contractor shall perform such changed, additional, increased, decreased, varied or altered work as a part of the work to be done under the contract upon written notice to that effect from the engineer, etc."

Sub-section [illegible] Extra Work "Upon the written order of the engineer, the contract shall perform "extra work", as such as is defined in Subsection 101.[illegible].

Section 109 Measure and Payment
Sub-section [illegible] Compensation for Alteration of Plans or Character of Work. Reference is to second paragraph, "If, however, the character of the work or the unit costs thereof are materially changed, pursuant to Subsection 104.[illegible]. compensation for such work will be made on such a basis as may have been agreed to in advance of the performance of the work." The sentance continues to state that if a price was not previously agreed upon, the engineer may make such allowance as may be determined to be fair to the contractor. We feel that this last portion of the sentence does not apply, as no written authorization to proceed was issued.

Subsection 109.07 Payment for Extra and Force Account Work. "Payment for extra work will be made only when the extra work involved has been authorized by the engineer, in writing, prior to performance of the work; and when the extra work is performed as specified."

In summary, L. K. Comstock & Co., Inc.-Kern Division, followed proceedures as specified by the OSHD with the exception of ordering suppliers to proceed on April 28, 1972. This was done at our own risk and does not invalidate the provisions of other specifications. We believe that the requested time for completion should be granted. Our supplier was unable to proceed until we gave them notice to proceed on April 28th. Had we waited until written authorization of May 31, 1972 was received, the project would have delayed at least another month.

Based on the above facts, we completed this portion of the above contract in 221 days. We therefore feel that in effect, we have completed this portion of the project in full compliance of the contract.

David W. Larson
Office Manager

7637

5

Form FHWA 121 (Rev. 5-70)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 4, 1974

In reply refer to: 10-41-B3

SUBJECT: Oregon Project I-105-5(115)196
7th Avenue-Willamette River Section
Time Extension, Phase "a"

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the time extension of 159 days to Phase "a" of the subject project as recommended and supported in Mr. Coulter's March 19, 1974 letter.

G. K. Hossner
for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
APR 8 1974
Office of
Assistant State Highway Engineer

4-8-74
cy Keasey
Shirley
Gallagher

RECEIVED
STATE HWY ENGR
APR 5'74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

7637

March 19, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7637
7th Avenue-Willamette River (Eugene), Phase "a"
FAP No. I-105-4(115)196

Donald M. Drake Company, contractor on the subject project, has requested a 169-day extension of contract time in which to complete the early phase work without assessment of liquidated damages. The contractor cites plan revisions as the reason for his failure to complete the project within the time allotted.

The contract was awarded August 30, 1971 and allotted 270 calendar days to complete phase "a" which covered all illumination work north of the Willamette River. This includes 16 high mast towers with self-lowering devices. The 270 calendar days expired June 19, 1972, and phase "a" work was completed November 29, 1972, an overrun of 159 days at $75 per day.

Because of revisions in the number and location of several high mast towers, verified pole lengths could not be furnished to the supplier until January 24, 1972. This was an 83-day delay to the pole supplier as the pole shop drawings were received from the supplier on November 3, 1971. The revised work covered by Price Agreement No. 8 increased the cost of phase "a" work by 8 percent, and a similar increase in time would extend phase "a" by 22 calendar days. The revised location of the towers also influenced the number of retaining walls required on the project. An additional 10 calendar days would be reasonable to cover additional retaining wall construction around the pole bases.

The total delay to the project as described above amounts to 115 calendar days for specific reasons. Additional time can also be related to the lowering devices. After several revisions, the lowering device actually used was a new item which was still in the development stage earlier. During the contract time a product evolved that was superior to that originally specified. This revised product was furnished to the project at no increase in cost.

After January 24, 1972, delivery of the lowering devices controlled the completion date. They were not completely cleared for use until September 1972. Since the public benefited by the time spent in product development, it would be reasonable to grant additional time for this work.

It should be noted that there was no additional engineering costs involved in the late completion because phase "b" work was in progress throughout this time and the same personnel was used for inspection on both phases at the contract work. The illumination work was completed on November 29, 1972, so the public had use of this facility during the rainy winter months. Any damage suffered by the public due to loss of use of this facility may have been offset by the superior product obtained as mentioned above. (The illumination on this project was later reduced due to the energy crisis.)

Based on the above, we request your concurrence in granting a 159-day extension of contract time which would waive all liquidated damages which accrue at the rate of $75 per day.

Should you decide a chart would be helpful in your analysis, a straight line chart indicating dates when phase "a" work was performed and when materials were delivered is available from the Construction Section.

JAB:fr ia

bc F. B. Klaboe
   A. E. Johnson
   C. T. Keasey
   Alfred Shirley, Jr.
   Vince Gallagher

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAR 18 1974
Office of
Assistant State Highway Engineer

Salem, Oregon
March 13, 1974

SUBJECT: Time Extension Request
7th Avenue-Willamette R. (Eugene)
Phase "a"
Contract No. 7637
FAP No. I-105-4(115)196

To: H. S. Coulter, Assistant
State Highway Engineer

John A. Bond

From: J. A. Bond
Construction Administration Engineer

Donald M. Drake Company, Contractor on the subject project, has requested a 169-day extension of contract time in which to complete the contract work without assessment of liquidated damages. The Contractor cites plan revisions as the reason for his failure to complete the project within the time allotted.

The contract was awarded August 30, 1971, and allotted 270 calendar days to complete phase "a" which covered all illumination work north of the Willamette River. This includes 16 high mast towers with self-lowering devices. The 270 calendar days expired June 19, 1972, and phase "a" work was completed November 29, 1972, an overrun of 159 days at $75 per day.

Due to revisions in the number and location of several high mast towers, verified pole lengths could not be furnished to the supplier until January 24, 1972. This was an 83 day delay to the pole supplier as the pole shop drawings were received from the supplier on November 3, 1971. The revised work covered by Price Agreement No. 8 increased the cost of phase "a" work by 8 percent and a similar increase in time would extend phase "a" by 22 calendar days. The revised location of the towers was also a factor in determining the number of retaining walls required on the project. An additional 10 calendar days would be reasonable to cover additional retaining wall construction.

The total delay to the project as described above amounts to 115 calendar days for specific reasons. Additional time may also be related to the lowering devices. After several revisions, the lowering device actually used was a new item still in the development stage earlier. During the contract time a product evolved that was superior to that originally specified. This revised product was furnished to the project at no increase in cost.

After January 24, 1972, delivery of the lowering devices controlled the completion date. They were not completely cleared for use until September, 1972. There appears to have been a lack of coordinated effort on the part of the material suppliers and the electrical subcontractor, but much of this could be attributed to confusion caused by the revisions described above. In any event, the delays resulted in the public obtaining a superior product at no increase in cost. As the public benefited by the time spent in product development, it would be reasonable to grant additional time for this work even though the field does not recommend it. We have since discussed this further with the resident engineer and find he has no objection to more time extension.

Holophane Company, the lowering device supplier, submitted shop drawings suggesting the revised product on March 8, 1972, at which time 169 calendar days had been charged to phase "a" work. It should be noted that there was no additional engineering costs involved in the late completion because phase "b" work was in progress throughout this time and the same personnel was used for inspection on both phases at the contract work. The illumination work was completed on November 29, 1972, so that the public had use of this facility during the raining winter months. Any damage suffered by the public due to loss of use of this facility may have been offset by the superior product obtained as mentioned above. (The illumination on this project was later reduced due to the energy crisis.)

Based on the above, I recommend that the contractor be granted a 159-day extension of contract time which would waive all liquidated damages which accrue at the rate of $75 per day.

This is a "Federal-Aid Interstate Highway Project" and any adjustment of contract time will require the concurrence of the FHWA. A rough draft letter requesting their approval is attached.

JAB:WR:lb

Attachment

cc: Vince Gallagher

7637 5

March 8, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

We have reviewed your request for a 30 1/2 day extension of contract time for work on Contract No. 7637, Phase (b), 7th Ave.-Willamette River (Eugene), Lane County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 30 1/2 days is granted. This is due to delays caused by strikes and extra work, and would eliminate $9,150 in liquidated damages.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. V. Mead
A. E. Johnson
H. S. Coulter
C. T. Kensey
Vince Gallagher
V. E. Strong
Al Shirley

fr cm

[illegible] (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 21, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 709 days to 763 days, within which to complete our Contract No. 7637, without the assessment of liquidated damages. The said contract is described as follows: 7th Avenue to Willamette River (Eugene) Section Eugene-Springfield Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

June 12, 1973 to August 3, 1973 - Labor Strike 36 Cal.Days
Aug. 16, 1973 to August 22, 1973 - Labor Strike 6 Cal.Days
Price Agreements 24 & 25 (REO Cover Letter) 64 Cal.Days

Days Justified 106
Days Required 54
Note: See REO Cover Letter
Attached

Respectfully submitted,

Contractor Donald M. Drake Company

By Webster E. Smith
Webster E. Smith, Construction Manager

CONSENT OF SURETY

Date November 26, 1973, 19

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Dealy
James F. Dealy, Attorney-in-fact

(SEAL)

James F. Dealy
James F. Dealy Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 17637 Contractor Donald M. Drake Co.

Highway Eugene-Springfield

Section 7th Ave.-Willamette River (Eugene)

Kind of Work Grading, Paving, Structures and Traffic Control Devices

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or GRANTED. The reasons for such recommendation are as follows:

Recommend 30-1/2 days for P.A. 4 expansion joint change. P.A. 24 and 25 added street work and P.A. 30 for added fencing.

Recommended for Approval:

Division Engineer

Actg Construction Engineer ~~or Bridge Engineer~~

~~Asst.~~ State Highway Engineer

Contract No. 7637
Project designation I-105-4(115)196 State-Federal
Date awarded August 30, 1971
Work started September 23, 1971
Per cent completed 100% Oct. 25, 1973 Date
No. of Workdays Allowed 700 Part B
No. of Workdays Used 730½
No. of Added Workdays Requested 30½

[illegible]

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1974

SUBJECT: Time Extension Request
Phase (b)
7th Ave.-Willamette River (Eugene)
F.A.P. I-105-4(115)196
Contract No. 7637

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

Donald M. Drake Company, the contractor for the subject project, has requested a 54-day extension of the over-all contract time to allow completion of phase (b) work without assessment of liquidated damages. Phase (b) is the over-all completion requirement of 700 calendar days. Delays due to strikes and extra work are cited by the contractor as reasons for the overrun in time. (The early (a) phase completion required all illumination work north of the Willamette River to be completed in 270 calendar days. The (a) phase was 159 days late and a time extension on it will be submitted separately)

The contract was awarded August 31, 1971. The contract work was completed October 25, 1973, with 730-1/2 days charged to over-all contract time. This 30-1/2 day overrun in time is less than the contractor's request because part of the time lost due to labor disputes which is in his request was actually not charged in the calendar day count. Time was charged from June 21 to July 15, 1973, as the labor dispute during this period did not significantly affect the work. From 11 to 26 people were working, about the same as before this period.

A change in the deck expansion joint system requested by State and covered by Price Agreement No. 4 (+ $15,269) contributed to the delay in the opening of the structure to traffic. Additional paving work was added on adjacent streets late in the project by Price Agreement Nos. 24 ($50,977) and 25 ($13,770) and much of this added work could not be done until traffic was routed over the structure. Additional fencing was covered by Price Agreement No. 30 ($1,139) and all fencing was completed only two days prior to completion of the contract. It is difficult to determine the time effect of these work items individually but 30-1/2 days total delay would appear reasonable.

RECEIVED
JAN 28 1974
Office of
Assistant State Highway Engineer

The contract amount was increased approximately 4.4 per cent by all added orders and on a time/money basis would allow the contractor an additional 31 days.

Based on the above, I recommend that the contractor be granted a 30-1/2 - day extension of time to delete all liquidated damages for phase (b) of the contract. A separate request will be submitted for additional time on phase (a) where $11,925 liquidated damages accrued.

This is an Interstate Project and will require the concurrence of the FHWA. Liquidated damages on phase (b) accrued at $300 per dayfor a total of $9,150.

Rough draft letter to the Federal Highway Administration is attached.

JAB:fr
WR

Attach.

cc: V. L. Gallagher

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3891

November 21, 1973

Oregon State Highway Division
2191 East 15th Avenue
Eugene, Oregon 97401

Attn: Ellis H. Jones, Resident Bridge Engineer
Harley Mayfield, Resident Engineer

Subject: 7th Avenue to Willamette River (Eugene)
Section, Eugene - Springfield Highway
Contract 7637. Extension of Contract
Time - Total Contract

Gentlemen

In accordance with our completion date of 25 October 1973, we submit our reasons for the additional construction time required as stated hereinafter.

In accordance with the contract provisions, we submit herewith O.S.H.D. Form E-320 (Rev.) with 54 Calendar Days indicated thereon as the amount of additional contract time require.

The additional 54 days required for completion of subject contract is explained as follows:

1.	Operating Engineers Labor Strike June 12, 1973 to August 3, 1973	36 Calendar Days
2.	Labor Strike: Carpenters and Laborers August 16, 1973 to August 22, 1973	6 Calendar Days
3.	Completion of work under Price Agreement Nos. 24 and 25 per our cover letter accepting this work.	64 Calendar Days
	Total Justified	106 Calendar Days
	Total Required	54 Calendar Days

PORTLAND • SAN FRANCISCO
AN EQUAL OPPORTUNITY EMPLOYER

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3991

Our original total contract time was 700 Calendar Days and this was extended to 709 Calendar Days by the Engineer for various weekend shutdowns and a 2 day labor strike in June of 1972. Therefore, our original completion date was September 1, 1973 without other considerations. Our final completion date, as stated previously, was 25 October 1973, a difference of 54 Calendar Days. Other added work, for which the right to additional contract time was reserved, is not explained herein as its utilization was unnecessary.

Your early approval of this request is appreciated.

Sincerely yours,

DONALD M. DRAKE COMPANY

John Cloutier

John Cloutier
Area Manager

Enclosures

JC:db

7637

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 5, 1974

In reply refer to:

SUBJECT: Oregon Project I-105-4(115)196
7th Ave.-Willamette River (Eugene)
Time Extension (Phase "B" Only)

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

I concur in the 30½ day time extension as explained and requested in Mr. Coulter's January 29, 1974 memorandum.

G K Hossner
G. L. Green

MAR 6 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 6 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

3-6-74
cy Const.
Shirley
Gallagher

NOTED
H.S. COULTER

7637

5

1

January 29, 1974

The Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On January 25, 1974, we wrote to you concerning release of final payment on Contract No. 7637 awarded to Donald M. Drake Co. for work on the 7th Avenue-Willamette River (Eugene) Section of the Eugene-Springfield Highway in Lane County.

The total contract amount is $6,988,471.55 including $23,331.34 for work performed under force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

rw

cc Donald M. Drake Co.
1760 N. W. Flanders Street
Portland, OR 97209

bc G. T. Kenney
Walt Hart
V. E. Strong
Attn: Dick Houck
A. Shirley

7637

5

January 29, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Phase (b), 7th Ave.-Willamette River (Eugene)
F.A.P. I-105-4(115)196, Contract 7637

Donald M. Drake Company, the contractor for the subject project, has requested a 54-day extension of the overall contract time to allow completion of Phase (b) work without assessment of liquidated damages. Phase (b) is the overall completion requirement of 700 calendar days. Delays due to strikes and extra work are cited by the contractor as reasons for the overrun in time. The early Phase (a) completion required all illumination work north of the Willamette River to be completed in 270 calendar days. Phase (a) was 139 days late, and a time extension on it will be submitted separately.

The contract was awarded August 31, 1971. The contract work was completed October 25, 1973, with 730½ days charged to overall contract time. This 30½-day overrun is less than the contractor's request because part of the time lost due to labor disputes, which is in his request, was actually not charged in the calendar day count. Time was charged from June 21 to July 15, 1973 because the labor dispute during this period did not significantly affect the work. Eleven to twenty-six people were working, about the same as before this period.

A change in the deck expansion joint system requested by State and covered by Price Agreement No. 4 ($15,269+) contributed to the delay in opening the structure to traffic. Additional paving work was added on adjacent streets late in the project by Price Agreement No. 24 ($50,977) and Price Agreement No. 25 ($13,770); much of this added work could not be done until traffic was routed over the structure. Additional fencing was covered by Price Agreement No. 30 ($1,139) and all fencing was completed only two days prior to completion of the contract. It is difficult to determine the time effect of these work items individually; however, 30½ days' total delay would appear to be reasonable.

The contract amount was increased approximately 4.4 percent by all added orders. On a time/money basis, this would allow the contractor an additional 31 days.

Based on the above, we ask your concurrence in a 30½-day extension of time to delete all liquidated damages for Phase (b) of the contract. A separate request will be submitted for additional time on Phase (a) where $11,925 liquidated damages accrued.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

7637

5

January 24, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe, Administrator & State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7637, Work Completed October 25, 1973

Project 7th Ave. - Willamette River (Eugene)

Highway Eugene-Springfield, County Lane

Type of Work Grading, Paving, Struct., Traffic Control Devices

Contractor Donald M. Drake Company

Recommended Acceptance Date January 22, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Kassey
W. J. Hart

7637

5

January 23, 1974

Donald M. Drake Company
Mr. John Cloutier, Area Manager
1740 N.W. Flanders Street
Portland, OR 97209

Gentleman:

7th Ave.-Willamette Riv. (Eugene)
Eugene-Springfield Highway
Contract 7637

In reply to the request posed in the penultimate paragraph of your letter dated January 18 about the subject contract, we wish to advise that form PR-47 is a federal form which we must have before the Federal Highway Administration will accept the contract and make final payment on it.

Should we final the contract without this form, we would be in a position of having made full payment to the contractor, but still unable to receive payment from the FHWA until the contractor condescends to submit this form.

As to your request to avoid further delay, you may rest assured, now that we have received the form PR-47 there will not be as great a delay in submitting the final payment voucher to you as there was in us receiving this form.

Very truly yours,

R. D. Asburry
Assistant Office Engineer

RDA:dg

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3991

January 18, 1974

Oregon Transportation Commission
207 State Highway Building
Salem, Oregon 97310

Attn: Mr. L. H. Young, Office Engineer

Subject: 7th Ave. to Willamette River (Eugene) Sec.,
Eugene-Springfield Highway
Contract 7637 - Final Estimate and Release
of Retainage

Gentlemen:

Your letter dated 17 January 1974 acknowledging completion of the final estimate for subject project is acknowledged.

Form PR-47 has been submitted and resubmitted since October, 1973. After a lengthy phone conversation, we have complied with the breakdown requested by your agency. The PR-47 for subject project was sent by registered letter to Ellis Jones, Resident Bridge Engineer on January 16, 1974.

In accordance with your letter we look forward to release of securities presently held by your agency as retainage.

Please advise as to why such a large amount of retainage must be withheld to assure submittal of Form PR-47 by our firm.

Your early attention to this matter is respectfully requested to hopefully avoid further delays.

Sincerely yours,

DONALD M. DRAKE COMPANY

John Cloutier

John Cloutier
Area Manager

JC:db

RECEIVED
JAN 22 1974
OFFICE ENGINEERING SECTION

PORTLAND • SAN FRANCISCO
AN EQUAL OPPORTUNITY EMPLOYER

7637

January 17, 1974

Mr. John Cloutier
Area Manager
Donald M. Drake Company
1740 NW Flanders Street
Portland, OR 97209

Dear Mr. Cloutier:

7th Ave. to Willamette River
(Eugene) Section
Eugene-Springfield Highway
Contract 7637 - Final Estimate

In reply to your letter of January 15, the final estimate on the subject contract should be completed within a week of today.

The final reconciliation of payments on this job and release of securities cannot be done until we receive a completed form PR-47. This form must be filed in accordance with Section VI of the required contract provisions on all Federal-aid construction projects. Instructions to complete the PR-47 are included in the pink sheets inserted in, and a part of, the subject contract.

As of this date, we have not received this form.

Very truly yours,

L. H. Young
Office Engineer

WWA:dg

bc C. T. Keesey
A. Shirley
Ellis Jones
V. Gallagher

CONTRACTORS DEVELOPERS

TELEPHONE (503) 228-3981

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

January 15, 1974

Oregon Transportation Commission
Office Engineering Section
207 State Highway Building
Salem, Oregon 97310

Attn: L. H. Young
Office Engineer

Subject: 7th Ave. to Willamette River (Eugene) Sec.
Eugene - Springfield Highway
Contract 7637 - Final Estimate

Gentlemen:

Final inspection for subject project was 25 October 1973.

Please advise when final estimate will be complete.

Sincerely yours,

DONALD M. DRAKE COMPANY

John Cloutier

John Cloutier
Area Manager

JC:db

RECEIVED
JAN 16 1974
OFFICE ENGINEERING SECTION

PORTLAND • SAN FRANCISCO
AN EQUAL OPPORTUNITY EMPLOYER

7637

5

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 31, 1973

TO C. W. Head
John Bond
Vince Gallagher
John Herr

FROM Vernon E. Skoog, Fiscal Officer - OREDOT
By: R. J. Hacek, Accounting Systems Officer RJH

SUBJECT Contract 7637 and contract 7937
Donald M. Drake Company

The Donald M. Drake Company has on deposit with the State Treasurer an amount of $340,000 in lieu of retainage on contract 7637. This contract is nearing completion so requested changes in the amount on deposit will be as follows:

1. Treasurer's Receipt #397 (TCD bonds #32/59) in the amount of $140,000 will still be on deposit in lieu of retainage on contract 7637.
2. Treasurer's Receipt #445 (TCD bonds #20/29) in the amount of $50,000 will be transferred from contract 7637 to contract 7937. This $50,000 will be in lieu of retainage on contract 7937 and this transfer will be effective on January 1974 contract pay estimate.
3. Treasurer's Receipt #401 (TCD bonds #168/179 & 184/201) in the amount of $150,000 will be released. The contractor will pick up bonds from the Treasurer's office.

A copy of letter will be filed (in the contract files) in the Administrative Services Office.

RJH:CRP:kmb

7637 5

REPORT NO. 119

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: 7TH AVE - WILLAMETTE (EUGENE) SECTION	WEEK ENDING: DECEMBER 29,1973
		SECTION PREFIX: 620-1046
	HIGHWAY: EUGENE - SPRINGFIELD	COUNTY: LANE
NAME OF JOB: 7TH AVE - WILLAMETTE RIVER (EUGENE)	KIND OF WORK: GRADING, PAVING, STRUCT., & TRAFFIC CONTROL DEV.	FEDERAL AID PROJECT NUMBER: I-105-4(115)196
CONTRACTOR: DONALD M. DRAKE CO.	CONTRACT NUMBER: 7637	ESTIMATED COMPLETION DATE: PROJECT COMPLETED
DATE OF CONTRACT: AUGUST 30, 1971	DATE WORK STARTED: SEPTEMBER 23,1971	WORK DAYS USED
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	CALENDAR DAYS USED: A)429 B)730.5
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS: A)270 B)700	PERCENT OF TIME ELAPSED: A)158.9 B)104.4
	SPECIFIED COMPLETION DATE	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%
PROJECT AUTHORIZATION: $ 7706419.99	ENGINEERING AUTHORIZATION: $ 548012.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99.3%
EXCLUSIVE OF ENGINEERING: $ 7158407.90	ENGINEERING COST TO DATE: $ 577000.00	DATE PROJECT WAS COMPLETED: OCTOBER 25,1973
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 7021680.00	PERCENT OF AUTHORIZATION: 105.3%	
ESTIMATED PERCENT UNDERRUN: 1.9%		

SEMI-FINAL SUBMITTED DECEMBER 28,1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED	0.14	0.14			0.14
MILES COMPLETED	0.14	0.14			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	80800 CY	15000 TONS			16860 TONS
TOTAL QUANTITIES CORRECTED TO DATE	69169 CY	14914 TONS			17405 TONS
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	69169 CY	14914 TONS			17405 TONS
AVERAGE DAILY QUANTITIES	0 CY	0 TONS			0 TONS
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	TIME EXPIRED				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9600	RET WALL	PED XING	SIGNING	ILLUM	SIGNALS	ROAD WK
PERCENT	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	RAIN			
TUESDAY	PARTLY CLOUDY			
WEDNESDAY	RAIN			
THURSDAY	RAIN			
FRIDAY	RAIN			
SATURDAY				

EDIT

RECEIVED
DEC 31 1973
CONSTRUCTION
SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12/23/73	
MONDAY 12/24/73	Office force working on semi-final all week
TUESDAY 12/25/73	
WEDNESDAY 12/26/73	
THURSDAY 12/27/73	
FRIDAY 12/28/73	Semi-Final submitted to Region Office.
SATURDAY 12/29/73	

REMARKS

Status: Project complete except for SFO No. 16, raising PCC pavement at the north end of the project.

LAST WEEKLY REPORT.

SIGNED Ellis H Jones LOCATION Eugene

Ellis H. Jones, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

7637 5

STATE COPY

MONTHLY TRANSACTION NUMBER 12-80	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NUMBER 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Lane
MODIFICATION NUMBER 1	(PPM 21-7) 12-11-73	PROJECT NUMBER I-105-4(115)196

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 14, 19 71, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,512,527	$ 7,663,777
Federal Funds	$ 6,931,000	$ 7,069,990
Other revisions		

This modification is made for the following reasons:

To include increase in cost for approved price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of December, 19 73.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E A Lunter

Assistant State Highway Engineer
(Title)

By D. V. Smith
(Division Engineer)
for G. L. Green

By ______
______
(Title)

By ______
______
(Title)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. I-105-4(115)196

7TH AVE.-WILLAMETTE RIVER (EUGENE) SECTION OF THE EUGENE-SPRINGFIELD HIGHWAY IN LANE COUNTY

Salem, Oregon, November 28, 1973

Revised Project Agreement Estimate

Type Code 6203 Roadway A.C. Pave. (Sta. 61+95 to Sta. 64+36) Total same as previous estimate of September 9, 1971		$ 354,633.00
Type Code 7221 Roadway P.C.C. Pave. (Sta. 64+36 to Sta. 91+00) Total same as previous estimate of September 9, 1971		$1,690,536.00
Type Code Y002 Signing (Sta. 91+00 thru Equa 98+88.47=38+88.47 thru Equa. 80+70.13=23+10.42 to Sta. 63+25) Total same as previous estimate of September 9, 1971		$ 30,343.00
Type Code Y030 Illumination (Sta. 91+00 thru Equa. 98+88.47=38+88.47 thru Equa. 80+70.13=23+10.42 to Sta 63+25) Total same as previous estimate of September 9, 1971		$ 54,020.00
Type Code X581 1st Ave.-7th Ave. Viaduct (Br. #9600) (Sta 64+36 to Sta. 86+74) Subtotal on previous estimate of September 9, 1971		$4,773,311.00
Additional approved item P.A. 22 claim settlement for revised column Hinge Assemblies	Lump Sum	137,500.00
		$4,910,811.00
Type Code Y009 Pedestrian O'xing of S.P.R.R. (Br. No. 9600A) Same as previous estimate of September 9, 1971		$ 66,061.00

Railroad Protective Cost (O.E.R.R. Co.)	All Required	$ 5,500.00
Railroad Protective Cost (S.P.T. Co.)	All Required	43,000.00
On-the-Job Trainees (9 @ $800)	All Required (80%)	5,760.00
		$ 54,260.00

Sub-total	$5,031,132.00
10% Engr. & Cont.	503,113.00
Total	$5,534,245.00

Length of Grade & A.C. Pave.	0.046 mile
Length of Grade & P.C.C. Pave.	0.081 mile
Length of Structure	0.424 mile
Length of Signing & Illum. Only	1.702 mile
Total	2.253 mile

Cost per mile A.C. Pave.	$ 7,709,413.04
Cost per mile P.C.C. Pave.	20,870,814.81

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway A.C. Pave.	$ 354,633.00	$ 327,175.00	$ 27,458.00
Roadway P.C.C. Pave.	1,690,536.00	1,559,675.00	130,861.00
Signing	30,343.00	27,975.00	2,368.00
Illumination	54,020.00	49,825.00	4,195.00
Structures	5,534,245.00	5,105,340.00	428,905.00
Total	$7,663,777.00	$7,069,990.00	$593,787.00

Prefix: 620-1046

Group 1 - 100%

Contract No. 7637

Adjustment of utilities & railroads chargeable to Utility Project No. I-105-4(112)197.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-51

PROJECT REPORT NO. 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-14-71

STATE Oregon

COUNTY Lane

PROJECT NO. I-105-4(115)196

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-105 7th Ave. to Willamette River (Eugene)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-4-71	2.253
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,512,527	$6,931,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer SEP 14 1971

Oregon State Highway Division

Federal Aid
Project No. I-105-4(115)196

7TH AVE.-WILLAMETTE RIVER (EUGENE) SECTION OF THE EUGENE-SPRINGFIELD HWY. IN LANE COUNTY

Salem, Oregon, September 9, 1971

Project Agreement Estimate.

Type Code 6203
Roadway A.C. Pave. (Sta. 61+95 to Sta. 64+36)

Mobilization	All Required (5%)		$ 23,000.00
Temporary Protection and Direction of Traffic	All Required (35%)		11,423.65
Clearing and Grubbing	All Required (5%)		1,300.00
Removal of Structures and Obstructions	All Required (5%)		500.00
Embankment in Place	3,200 cu.yd.	1.94	6,208.00
Trench Excavation	3,200 cu.yd.	5.00	16,000.00
Finishing Roadbed and Slopes	All Required (30%)		3,300.00
Furnishing and Placing Topsoil	4,200 cu.yd.	2.95	12,390.00
Watering	200 M-gal.	3.00	600.00
Bituminous Base Mixture	3,600 ton	4.44	15,984.00
Asphalt in Bituminous Base Mixture	200 ton	48.00	9,600.00
Coarse Aggregate Base	4,600 ton	2.40	11,040.00
Class "B" Asphalt Concrete Mixture	3,000 ton	5.37	16,110.00
Asphalt Cement in Mixture	200 ton	48.00	9,600.00
Asphalt in Tack Coat	2 ton	175.00	350.00
Reinforced Concrete Bridge End Panels	200 sq.yd.	20.10	4,020.00
8-inch Sewer Pipe	360 lin.ft.	3.00	1,080.00
12-inch Sewer Pipe	900 lin.ft.	5.60	5,040.00
15-inch Sewer Pipe	360 lin.ft.	8.25	2,970.00
36-inch Sewer Pipe	540 lin.ft.	22.55	12,177.00
42-inch Sewer Pipe	360 lin.ft.	31.30	11,268.00
Extra for Pipe Under Pavement	80 lin.ft.	9.00	720.00
Concrete Manholes, 6 ft. or Less Deep	2 only	438.00	876.00
Concrete Manholes, Over 6 ft. Deep	5 only	690.00	3,450.00
Special Drop Manholes	1 only	1,244.00	1,244.00
Concrete Inlets, Type "G-1"	10 only	182.00	1,820.00
Special Park Inlets	1 only	245.00	245.00
Guard Rail, Type 2A	70 lin.ft.	5.00	350.00
Guard Rail Anchors	1 only	225.00	225.00
Extra for Guard Rail Bridge Connection	1 only	200.00	200.00

Concrete Walks and Surfacings	380 sq.yd.	4.95	1,881.00
Concrete Driveways	150 sq.yd.	6.30	945.00
Concrete Curbs	200 cu.yd.	52.00	10,400.00
Concrete Islands	13 cu.yd.	52.00	676.00
Extra for Asphalt Walks and Approaches	100 sq.yd.	1.35	135.00
Extra for Asphalt Curbs	270 lin.ft.	1.35	364.50
Adjusting Manholes	4 only	130.00	520.00
Adjusting Inlets	1 only	144.00	144.00
Roadside Seeding and Mulching	2 acre	271.00	542.00
Walls			
Shoring, Cribbing, etc.	All Required (50%)		262.50
Structure Excavation	300 cu.yd.	3.30	990.00
Structure Excavation Below Elevation Shown	30 cu.yd.	3.30	99.00
Special Wall Backfill	200 cu.yd.	4.00	800.00
Furnish 13-inch Prestressed Concrete Piling	1,260 lin.ft.	4.40	5,544.00
Drive Concrete Piles	84 only	74.00	6,216.00
Prestressed Concrete Pile Extensions	70 lin.ft.	14.00	980.00
Concrete in Walls	190 cu.yd.	72.00	13,680.00
Reinforcement in Walls	22,000 lb.	0.135	2,970.00
Two Tube Metal Railing	250 lin.ft.	10.70	2,675.00
Signing			
Removal of Existing Sign Installation	All Required (25%)		200.00
Painted Wood Sign Posts	All Required (10%)		133.50
Sign Support Footings	All Required (49%)		6,615.00
Cantilever Sign Structure, Sta. "WN" 62+10	All Required		4,150.00
Cantilever Sign Structure, Sta. "Wash" 61+83	All Required		4,275.00
Cantilever Sign Structure, Sta. "Jeff" 61+50	All Required		3,890.00
Cantilever Sign Structure, Sta. "JF" 62+90	All Required		4,165.00
Cantilever Sign Structure, Sta. "7th" 12+40	All Required		3,800.00
Cantilever Sign Structure, Sta. "7th" 7+72	All Required		3,520.00
Sign Bridge, Sta. "Wash" 55+18	All Required		11,000.00
Type "A" Signs in Place	731 sq.ft.	6.75	4,934.25
Type "C", "D" & "R" Signs in Place	80 sq.ft.	4.50	360.00
Type "E", "F", "G" and "M" Signs in Place	36 sq.ft.	6.00	216.00
Sign Illumination Equipment	All Required (65%)		12,327.90
Thermoplastic Pavement Arrows	3 only	100.00	300.00

Illumination				
Roadway Lighting Poles and Foundations	All Required (16%)			3,297.44
Luminaires and Ballasts	All Required (1%)			246.52
Switching, Conduit, Wiring, Lamps, etc.	All Required (3%)			3,170.40
Signals				
Traffic Signal Installation, Complete	All Required (33%)			19,020.54
				$ 318,536.20
Flagging (60% of Contractor's Cost)	All Required (21%)			$ 2,520.00
Temporary Erosion Control	All Required (21%)			1,050.00
On-the-Job Trainees (9 @ $800)	All Required (4%)			288.00
				$ 3,858.00
	Subtotal			$ 322,394.20
	10% Engr. & Cont.			32,238.80
	Total			$ 354,633.00
Type Code 7221				
Roadway P.C.C. Pave. (Sta. 64+36 to Sta. 91+00)				
Mobilization	All Required (95%)			$ 437,000.00
Temporary Protection and Direction of Traffic	All Required (65%)			21,215.35
Clearing and Grubbing	All Required (95%)			24,700.00
Removal of Structures and Obstructions	All Required (95%)			9,500.00
Embankment in Place	77,600	cu.yd.	1.94	150,544.00
Trench Excavation	7,600	cu.yd.	5.00	38,000.00
Finishing Roadbed and Slopes	All Required (70%)			7,700.00
Furnishing and Placing Topsoil	31,600	cu.yd.	2.95	93,220.00
Watering	2,200	M-gal.	3.00	6,600.00
Bituminous Base Mixture	4,700	ton	4.44	20,868.00
Asphalt in Bituminous Base Mixture	260	ton	48.00	12,480.00
Coarse Aggregate Base	10,000	ton	2.40	24,000.00
3/4" - 0 Aggregate Base	400	ton	4.00	1,600.00
Class "B" Asphalt Concrete Mixture	4,600	ton	5.37	24,702.00
Asphalt Cement in Mixture	300	ton	48.00	14,400.00
Asphalt in Tack Coat	2	ton	175.00	350.00
Reinforced Concrete Pavement	3,000	sq.yd.	9.44	28,320.00
Reinforced Concrete Bridge End Panels	420	sq.yd.	20.10	8,442.00
Concrete Median Barrier	190	cu.yd.	143.50	27,265.00

Concrete Shoulder Barrier	40 cu.yd.	139.50	5,580.00
Class "A" Concrete in Sewers	All Required		659.00
8-inch Sewer Pipe	3,840 lin.ft.	3.00	11,520.00
10-inch Sewer Pipe	110 lin.ft.	6.30	693.00
12-inch Sewer Pipe	2,860 lin.ft.	5.60	16,016.00
15-inch Sewer Pipe	360 lin.ft.	8.25	2,970.00
18-inch Sewer Pipe	110 lin.ft.	10.20	1,122.00
24-inch Sewer Pipe	1,160 lin.ft.	13.45	15,602.00
30-inch Sewer Pipe	530 lin.ft.	19.85	10,520.50
42-inch Sewer Pipe	40 lin.ft.	31.30	1,252.00
Extra for Pipe Under Pavement	370 lin.ft.	9.00	3,330.00
Extra for Pipe Under Railroad	All Required		10,169.00
Concrete Manholes, 6 ft. or Less Deep	8 only	438.00	3,504.00
Concrete Manholes, Over 6 ft. Deep	7 only	690.00	4,830.00
Drop Manholes	1 only	932.00	932.00
Special Manholes	1 only	1,154.00	1,154.00
Concrete Inlets, Type "B" Modified	32 only	187.00	5,984.00
Concrete Inlets, Type "B-SL"	2 only	229.00	458.00
Concrete Inlets, Type "G-1"	22 only	182.00	4,004.00
Special Park Inlets	12 only	245.00	2,940.00
Guard Rail, Type 2A	830 lin.ft.	5.00	4,150.00
Guard Rail Anchors	2 only	225.00	450.00
Extra for Guard Rail Bridge Connection	2 only	200.00	400.00
CL-6 Chain Link Fence	2,500 lin.ft.	2.46	6,150.00
CL-6R Chain Link Fence	880 lin.ft.	3.03	2,666.40
Concrete Walks and Surfacings	3,420 sq.yd.	4.95	16,929.00
Concrete Driveways	510 sq.yd.	6.30	3,213.00
Concrete Curbs	330 cu.yd.	52.00	17,160.00
Concrete Islands	6 cu.yd.	52.00	312.00
Extra for Asphalt Walks and Approaches	50 sq.yd.	1.35	67.50
Extra for Asphalt Curbs	1,230 lin.ft.	1.35	1,660.50
Salvaging Barricade, Type 2	150 lin.ft.	1.00	150.00
Barricade, Type 2 Salvaged Barricade	150 lin.ft.	2.00	300.00
Adjusting Manholes	6 only	130.00	780.00
Roadside Seeding and Mulching	17 acre	271.00	4,607.00
Walls			
Shoring, Cribbing, etc.	All Required (50%)		262.50
Structure Excavation	600 cu.yd.	3.30	1,980.00
Structure Excavation, Below Elevation Shown	50 cu.yd.	3.30	165.00
Special Wall Backfill	700 cu.yd.	4.00	2,800.00
State Furnished Piling	1,160 lin.ft.	1.05	1,218.00
Furnish 13-inch Prestressed Concrete Piling	1,295 lin.ft.	4.40	5,698.00
Drive Concrete Piles	142 only	74.00	10,508.00

Prestressed Concrete Pile Extensions	115 lin.ft.	14.00	1,610.00
Concrete in Walls	430 cu.yd.	72.00	30,960.00
Reinforcement in Walls	66,000 lb.	0.135	8,910.00
Signing			
Removal of Existing Sign Installations	All Required (35%)		280.00
Painted Wood Sign Posts	All Required (63%)		841.05
Sign Support Footings	All Required (20%)		2,700.00
Cantilever Sign Structure, Sta. "6th ON" 63+60	All Required		3,805.00
Cantilever Sign Structure, Sta. "6th" at Lincoln	All Required		3,525.00
Cantilever Sign Structure, Sta. "L" 66+63	All Required		3,805.00
Sign Bridge, Sta. "JF" 71+93.5	All Required		11,700.00
Sign Bridge, Sta. "L" 85+08	All Required		18,000.00
Structure Mounts	All Required (22%)		314.60
Special Sign Mounts	All Required		750.00
Type "A" Signs in Place	1,358 sq.ft.	6.75	9,166.50
Type "C", "D" and "R" Signs in Place	377 sq.ft.	4.50	1,696.50
Type "E", "F", "G" and "M" Signs in Place	81 sq.ft.	6.00	486.00
Sign Illumination Equipment	All Required (30%)		5,689.80
Thermoplastic Pavement Arrows	1 only	100.00	100.00
Illumination			
High Mast Towers	All Required (91%)		74,900.28
High Mast Towers Foundations	All Required (91%)		15,878.59
Roadway Lighting Poles and Foundations	All Required (84%)		17,311.56
Luminaires and Ballasts	All Required (90%)		22,186.80
Underdeck Luminaires and Ballasts	All Required (2%)		100.66
High Mast Lowering Devices*	All Required (91%)		54,124.98
Switching, Conduit, Wiring, Lamps, etc.	All Required (52%)		54,953.60
Signals			
Traffic Signal Installation, Complete	All Required (67%)		38,617.46
			$1,518,186.13

*Experimental Item

State Furnished Prestressed Conc. Piling	1,160 lin.ft.	3.35	$ 3,886.00
Flagging (60% of Contractor's Cost)	All Required (79%)		9,480.00
Temporary Erosion Control	All Required (79%)		3,950.00
On-the-Job Trainees (9 @ $800)	All Required (16%)		1,152.00
			$ 18,468.00

Subtotal	$1,536,654.13
10% Engr. & Cont.	153,881.87
Total	$1,690,536.00

Type Code Y002
Signing (Sta. 91+00 thru Equa. 98+88.47 = 38+88.47 thru Equa. 80+70.13 = 23+10.42 to Sta. 63+25)

Removal of Existing Sign Installations	All Required (40%)		$ 320.00
Painted Wood Sign Posts	All Required (27%)		360.45
Sign Support Footings	All Required (31%)		4,185.00
Breakaway Sign Posts	All Required		4,820.00
Single Sign Supports	All Required		2,545.00
Double Sign Supports	All Required		700.00
Structure Mounts	All Required (78%)		1,115.40
Additional Sign Mounting Material	All Required		1,725.00
Type "A" Signs in Place	1,401 sq.ft.	6.75	9,456.75
Type "C", "D" and "R" Signs in Place	211 sq.ft.	4.50	949.50
Type "E", "F", "G" and "M" Signs in Place	60 sq.ft.	6.00	360.00
Sign Illumination Equipment	All Required (5%)		948.30
Thermoplastic Pavement Arrows	1 only	100.00	100.00
	Subtotal		$ 27,585.40
	10% Engr. & Cont.		2,757.60
	Total		$ 30,343.00

Type Code Y030
Illumination (Sta. 91+00 thru Equal. 98+88.47 = 38+88.47 thru Equa. 80+70.13 to Sta. 63+25)

High Mast Towers	All Required (9%)	$ 7,407.72
High Mast Tower Foundations	All Required (9%)	1,570.41
Luminaires and Ballasts	All Required (9%)	2,218.68
Underdeck Luminaires and Ballasts	All Required (17%)	855.61
High Mast Lowering Devices*	All Required (9%)	5,353.02
Switching, Conduit, Wiring, Lamps, etc.	All Required (30%)	31,704.00
	Subtotal	$ 49,109.44
	10% Engr. & Cont.	4,910.56
	Total	$ 54,020.00

*Experimental Item

Type Code X581
1st Ave.-7th Ave. Viaduct (Br. #9600) (Sta. 64+36 to Sta. 86+74)

Shoring, Cribbing, etc.	All Required		$ 5,445.00
Structure Excavation	15,000 cu.yd.	3.30	49,500.00
Structure Excavation Below Elevation Shown	900 cu.yd.	3.30	2,970.00
Special Wall Backfill	780 cu.yd.	4.00	3,120.00
Furnish HP 10x42 Steel Piling	1,200 lin.ft.	3.80	4,560.00
Furnish HP 12x53 Steel Piling	39,400 lin.ft.	4.70	185,180.00
Drive Steel Piles	1,190 only	52.50	62,475.00
Class "A" Concrete (12,651 cu.yd.)	All Required		997,407.00
Class "AA" Concrete (16,061 cu.yd.)	All Required		1,657,000.00
Double Seal Expansion Joint*	156 lin.ft.	194.30	30,310.80
Triple Seal Expansion Joint*	171 lin.ft.	242.00	41,382.00
Quadruple Seal Expansion Joint*	100 lin.ft.	328.90	32,890.00
Prestressing Steel (947,000 lb.)	All Required		437,250.00
Reinforcement (6,260,300 lb.)	All Required		846,900.00
Structural Steel (359,100 lb.)	All Required		267,000.00
Two Tube Metal Railing	6,916 lin.ft.	10.70	74,001.20
Impact Attenuator	All Required		13,000.00
8-inch PVC Pipe	2,000 lin.ft.	6.00	12,000.00
1-inch Electrical Conduit	2,400 lin.ft.	1.96	4,704.00
1 1/4-inch Electrical Conduit	60 lin.ft.	3.00	180.00
1 1/2-inch Electrical Conduit	480 lin.ft.	2.85	1,368.00
2-inch Electrical Conduit	6,000 lin.ft.	2.04	12,240.00
Deck Seal	26,800 sq.yd.	1.21	32,428.00
			$4,773,311.00

*Experimental Items

Type Code Y009
Pedestrian O'Xing, of S.P.R.R. (Br. No. 9600A)

Shoring, Cribbing, etc.	All Required		$ 525.00
Structure Excavation	180 cu.yd.	6.50	1,170.00
Structure Excavation Below Elevation Shown	20 cu.yd.	6.50	130.00
Furnish Steel Piling	1,100 lin.ft.	3.80	4,180.00
Drive Steel Piles	38 only	55.00	2,090.00
Class "A" Concrete (263 cu.yd.)	All Required		31,555.00
Reinforcement (61,000 lb.)	All Required		8,450.00

Pedestrian Railing	660 lin.ft.	21.50	14,190.00
Chain-Link Fence Enclosure	All Required		3,771.00
			$ 66,061.00

Railroad Protective Cost (O.E.R.R. Co.)	All Required	$ 5,500.00
Railroad Protective Costs (S.P.T.C. Co.)	All Required	43,000.00
On-the-Job Trainees (9 @ $800)	All Required (80%)	5,760.00
		$ 54,260.00
	Subtotal	$4,893,632.00
	10% Engr. & Cont.	489,363.00
	Total	$5,382,995.00

Length of Grade & A.C. Pave. - - - - - 0.046 mile
Length of Grade & P.C.C. Pave. - - - - 0.081 mile
Length of Structure - - - - - - - - - 0.424 mile
Length of Signing & Illum. Only - - - 1.702 miles
Total 2.253 miles

Cost per mile A.C. Pave. - - - - - - - - $ 7,709,413.04
Cost per mile P.C.C. Pave. - - - - - - - $20,870,814.81

Retain in Program

Permanent Pavement Striping	All Required	$ 100.00
Stage Construction Striping	All Required	50.00
Pipe Bedding Materials	All Required	500.00
	Subtotal	$ 650.00
	10% Engr. & Cont.	65.00
	Total	$ 715.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway A.C. Pave.	$ 354,633.00	$ 327,175.00	$ 27,458.00
Roadway P.C.C. Pave.	1,690,536.00	1,559,675.00	130,861.00
Signing	30,343.00	27,975.00	2,368.00
Illumination	54,020.00	49,825.00	4,195.00
Structures	5,382,995.00	4,966,350.00	416,645.00
Subtotal	$7,512,527.00	$6,931,000.00	$581,527.00
Retained in Program	715.00	600.00	115.00
Total	$7,513,242.00	$6,931,600.00	$581,642.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 620-1046
Contract No. 7637
Group 1 - 100%

Adjustment of Utilities and railroad chargeable to utility Project I-105-4(112)197.

Nonparticipating State Work

Illumination

Underdeck Luminaires and Ballasts	All Required (81%)	$	4,076.73
Switching, Conduit, Wiring, Lamps, etc.	All Required (15%)		15,852.00
		$	19,928.73

7TH AVE.-WILLAMETTE RIVER (EUGENE) SECTION

Railroad Protective Cost

Southern Pacific Transportation Co.

Full flagging crew for 10 months, headquarters Eugene

Engineer-Inspector for 10 months, headquarters Portland

Yard Engine Foreman @ $31.50/day		
$31.50 x 21 days x 10 months	$ 6,615.00	
Yard Engine Helpers @ $29.26/day		
2 x $29.26 x 21 x 10	12,289.20	
	$18,904.20	
Payroll Additives 39%	7,372.64	
Total Flagging Crew	$26,276.84	
Engineer-Inspector @ $900/month		
$900 x 10 months	$ 9,000.00	
Payroll Additives 39%	3,510.00	
	$12,510.00	
Expenses @ $15/day		
$15 x 21 days x 10 months	$ 3,150.00	
Equipment @ 0.11/mile		
$0.11 x 900 mile x 10 months	990.00	
Total Engineer Inspector	$16,650.00	
Total Railroad Protective Cost		$42,926.84

State will stand $43,000 Railroad Protective Cost.

Oregon Electric Railroad

One Section Foreman for 5 months, headquarters Eugene

Salary $793.99/month		
$793.99 x 5 months	$ 3,969.95	
Payroll Additive 39%	1,548.28	
Total Railroad Protective Cost		$ 5,518.13

State will stand $5,500 Railroad Protective Cost.

STATE COPY

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 2, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-105-4(115)196

FROM L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7637, Work Completed October 25, 1973

Project 7th Ave.-Willamette River

Highway Eugene-Springfield

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

RECEIVED
STATE HWY ENGR
NOV 8 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

Acceptance Date October 25, 1973

Conditions not acceptable: None

G. K. Hossner
for G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

NOTED
H.S. COULTER

11-9-73
ay Constr

76-37 STATE COPY 5

OSHD (Coulter) ✓
Region
Wash DC

10-25-73

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 10	COUNTY Lane	DIVISION Oregon	
DATE OF INSPECTION 10/25/73	INSPECTION MADE BY T.P. Lowe, Area Engineer R. Pillsbury, Bridge Engineer		PROJECT NO. I-105-4(115)196	
IN COMPANY WITH See below				
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory a.		TIME ELAPSED 159 b.104 %	WORK COMPLETED 100 % COPY SENT

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

NOV 03 1973

7TH AVENUE-WILLAMETTE RIVER SECTION
EUGENE-SPRINGFIELD HIGHWAY
Grading, Paving, Structures, Traffic Control & Illumination

STATE

1. Scope of Inspection

The completed work in the field was reviewed and found to be in substantial compliance with the approved plans and specifications including authorized changes and extra work and acceptance is recommended. The following persons attended this final inspection:

COPY SENT
NOV 09 1973
REGIO

John Cloutier, Project Manager, Drake Construction Company
J. E. Wilson, Regional Construction Engineer, OSHD
Ellis Jones, Resident Engineer, OSHD
H. Mayfield, Resident Engineer, OSHD
O. E. Jackmond, Construction Engineer, OSHD
Robert Pillsbury, Ass't Bridge Engineer, FHWA
T. P. Lowe, Area Engineer, FHWA

11-13-73
cy Const

2. Contract Time

The project was completed on October 25, 1973 and found acceptable that date by the State Highway Division and FHWA. The contractor used a total of 730.5 calendar days to complete the work. The contract specified 700 calendar days. It is anticipated the contractor will request an extension of time to cover the approximate 30 day period. The time extension appears more than warranted due to the numerous price agreements and extra work on this project. The Resident Engineer estimates the total contract cost for this project will underrun approximately 1 percent.

3. General Comments

This project completes the I-105 spur leading into the center of Eugene. It starts at the north border of the Willamette River and consists of a viaduct section from 1st Street coming down to grade at 6th and 7th Streets. Under the multiple use concept the project provided for grading under the viaduct area to provide for a future lineal parkway. The final appearance of the viaduct and grading for the future lineal parkway is exceptionally pleasing.

(more)

NOTED
H.S.COULTER

Following are two photographs taken from the ground level. The first is a picture of the viaduct section as it splits to meet the existing couplet on 6th and 7th Streets at grade, and the second is a picture taken from under the viaduct showing the pedestrian overpass of the mainline railroad. Both the bridge and grading resident engineers should be commended for the exceptional finish on the structure and grading in the lineal parkway area. The contract to provide for landscaping of the lineal parkway was awarded on the date of this final inspection. I suggest that following the completion of the establishment period of the landscaping project that photographs be taken of the completed structure and lineal park and be considered for a national asthetic award.

#1 - Viaduct section as it splits to meet the existing couplet on 6th and 7th Streets.

(more)

#2 - View from under the viaduct showing the pedestrian overpass of the mainline railroad.

7637

October 23, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-105-4(115)196

SUBJECT Request Change Order Approval

Contract 7637, State Force Order No. 16

Project 7th Ave.-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

This order covers the cost of raising the bridge and panels and P.C.C. paving slabs at the north end of the structure from station "L" 86+74 to 87+24. Settlement of the subgrade at this location has caused a bump in both the north and southbound lanes. The contractor is not properly equipped to perform this work which requires a specialist in pavement jacking work. A private contractor (Del Vel, Inc.), a specialist in this type work, will be hired to complete the work. State forces will not be involved. Work under this order will not be completed until May-June 1974, which will allow any additional settlement to occur prior to the jacking operation.

Copies of the Engineer's letter of explanation and of the specifications covering the work are attached.

The estimate cost of this work is $6,025.00 with Federal participation in the amount of $5,422.50. Reimbursement on a unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer October 1, 1973.

Your approval as of October 1, 1973 is requested.

Attachment
VG:js

7637

5

FORM P-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE October 18, 1973

TO Mr. Ellis H. Jones
Resident Bridge Engineer

ORIGIN L SIGNED
L. L. WALLACE

FROM L. L. Wallace
Bridge Design Engineer

NOTED
E. S. HUNTER

SUBJECT
Breakaway Pole Bases
7th Ave.-Willamette River
Eugene Section
Contract 7637

Reference is made to your Memo of September 12, 1973 and your letter of May 11, 1973 regarding the frangible aluminum transformer bases used on 50 foot roadway illumination poles.

This matter has been discussed with Mr. Hunter and it is agreed that the frangible bases on the four poles referred to in the above Memo be changed to a non-breakaway base.

The manufacturer of the existing frangible transformer base can furnish a fabricated steel (non-breakaway) base that is the same size and configuration. It is suggested that this method be employed to reduce damage that could be caused by a backing vehicle.

There are no federal funds involved in the above replacement so the bases that are removed may be used for maintenance purposes.

RMD:smd

cc J. X. Wilson
E. S. Hunter
Robert Dixson

RECEIVED
OCT 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7637

5

OREGON STATE
HIGHWAY DIVISION

NOTED
H. S. COULTER

Routing
5 Keasey
1 Bond D
2 Jackmond
4 Hardt
Johnson
3 Walker
Pease E
Glenn
Berg

RECEIVED
AUG 6 1973
CONSTRUCTION SECTION

Eugene, Oregon
August 3, 1973

Donald M. Drake Company
4185 Brooklake Road N.E.
Salem, Oregon 97305

RE: 7th Ave-Willamette Rv.
(Eugene) Section
Contract No. 7637
Removal Of First Ave. Ramps
(Letter Of July 20, 1973)

Attention: John Cloutier
Project Engineer

This letter is to confirm my verbal instructions to you on August 2, 1973 regarding the removal of the temporary First Ave. ramps.

Our legal staff has advised us that there is no legal obstacle to the completion of any or all work items in the present contract which, of course, includes the above referenced work.

You are, therefore, authorized to proceed with your construction schedule.

Ellis H. Jones

Ellis H. Jones
Resident Bridge Engineer

cc: Construction /
Bridge-Ed Hardt
Region
Harley Mayfield
file

RECEIVED
AUG 6 1973
Office of
Assistant State Highway Engineer

7637

5

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 23, 1973

TO G. L. Green, Division Engineer
[illegible]
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. I-105-4(115)196

SUBJECT Request Change Order Approval

Contract 7637, State Force Order No. 13

Project 7th Ave. - Willamette R. (Eugene)

Highway Eugene - Springfield

County Lane

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed prices for striping. The estimated cost of this work is $1,304.50 with Federal participation in the amount of $1,246.06. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 13, 1973.

Your approval as of July 13, 1973 is requested.

Attach.

BMW:pr

7637

Report No. 96

OREGON STATE HIGHWAY DIVISI.

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 7th Ave-Willamette (Eugene) Section

WEEK ENDING: July 21, 1973

SECTION PREFIX: 620-1046

HIGHWAY: Eugene-Springfield

COUNTY: Lane

ME OF JOB: th Ave-Willamette River (Eugene)

KIND OF WORK: Grading, paving, structures and traffic control devices

NTRACTOR: onald M. Drake Co.

CONTRACT NUMBER: 7637

FEDERAL AID PROJECT NUMBER: I-105-4(115)196

TE OF CONTRACT: -30-71

DATE WORK STARTED: 9-23-71

ESTIMATED COMPLETION DATE: a) Completed b) 8-22-73

ERAGE FORCE ON PROJECT FOR THE WEEK:

SUPERVISION:

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS a)270 b)700

WORK DAYS USED

CALENDAR DAYS USED a) 429 b) 652½

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: a) 159% b) 93.2%

OJECT AUTHORIZATION: $7,706,419.99

CLUSIVE OF ENGINEERING: $7,158,407.90

ENGINEERING AUTHORIZATION: $548,012.09

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94.5%

TIMATED COST OF COMPLETED . EXCLUSIVE OF NEERING: $7,099,114.67

This Week

ENGINEERING COST TO DATE: $492,643.53

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93.7%

STIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.83%

PERCENT OF AUTHORIZATION: 89.8%

DATE PROJECT WAS COMPLETED: a)11-23-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
98	92	81	93	98			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED	0.14	0.14			0.14
MILES COMPLETED	0	0			0.10
OTAL ESTIMATED QUANTITIES (CONTRACT)	80,800 CY	15,000 T			16,860 T
TAL QUANTITIES CORRECTED TO DATE	"	"			"
STIMATED QUANTITIES MOVED OR PLACED TO DATE	65,800 CY	13,441 T			16,476 T
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	319	33			8
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK: NONE.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9600	Ret Wall	Ped Xing	Signing	Illum.	Signals	Road WH	
PERCENT	99.4	96.7	70.1	96.2	99.4	100	99.6	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

K E

RECEIVED
JUL 23 1973

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7/15/73	
MONDAY 7/16/73	No construction work this week due to strike. Routine site maintenance.
TUESDAY 7/17/73	No construction work this week due to strike. Routine site maintenance.
WEDNESDAY 7/18/73	No construction work this week due to strike. Routine site maintenance.
THURSDAY 7/19/73	No construction work this week due to strike. Routine site maintenance.
FRIDAY 7/20/73	No construction work this week due to strike. Routine site maintenance.
SATURDAY 7/21/73	

REMARKS

STRUCTURE

Status: To be completed: Miscellaneous finishing and painting of concrete surfaces on exterior beams, bottom slab and columns.

Pedestrian Crossing: Finish and paint concrete surfaces, columns and bottom slab, install handrail and fence.

SIGNED Ellis H. Jones LOCATION Eugene, Oregon

Ellis H. Jones, Resident Bridge Engineer

[illegible]

7637

RECEIVED
STATE HWY ENGR
JUL 20 1973
REFER TO
FOR

Fred Klaboe s

RECEIVED
JUL 24 1973

Office of

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. [illegible]

Roseburg, Oregon
July 18, 1973

SUBJECT: Traffic Conditions
Eugene-Springfield Highway
7th-Willamette River Section
Eugene
Contract No. 7637

To: MEMO TO FILE

On Saturday, July 14, 1973, at 6 a.m., the subject section of Roadway was opened to traffic. No operational problems seemed to exist. On Sunday this same pattern continued.

On Monday morning at 7:45 a.m., the 6th Street off-ramp began backing up onto I-105. Reports vary, but it is felt that the back-up reached the Delta Highway Connection. The 7th Street off-ramp experienced back-up as far as 1st Street at the same time. All reports indicate that the peak passed and normal operation continued by 8:15 a.m.

The writer arrived at 9:30 a.m. and observed conditions until 5:30 p.m. A Signal Technician was requested from Bob Judson's staff. Timing changes were initiated, which will be described below.

The writer again observed the a.m. peak Tuesday, July 17, 1973. The new timing was in operation at 6th, Madison and the 6th Street off-ramp. The first back-up occurred at 7:45 a.m. and continued for 3 to 5 cycle lengths. All operation was normal by 8:00 a.m. The maximum back-up reached 1st Street. No back-up occurred at the 7th Street off-ramp.

Background Information:

6th and 7th Streets form a one-way couplet traversing the Central Business District of Eugene. The existing pre-timed equipment is operating on a 50 second cycle. The present timing is designed for a 50-50 percent split between the Highway and the side street traffic. 6th and 7th Streets are striped for three lanes without curb parking. 7th Street carries 17,500 vehicles and 6th Street carries 17,400 vehicles per day.

The physical configuration at 6th Street, Madison Street and the new 6th Street off-ramp forms a 5 legged intersection. A three phase pre-timed controller was called for in the contract. One of the phases is what's known as a Deductible Phase. 6th Street is

NOTED
F. B. KLABOE

Courter
cy Hunter
7-24-73

NOTED
A. E. JOHNSON

kept in progression through this Intersection via an existing Interconnection Circuit from an existing master controller. The 6th Street off-ramp is the Second Phase (B Phase). Madison Street has the only detection within the intersection. If a demand develops for Madison Street, its time is "deducted" from the off-ramp's total time (C Phase). If any time is "left over", the ramp traffic can obtain the green for the remaining time alocated prior to going back to 6th Street when the progression calls (A Phase). The equipment was provided with three dials. This will permit three different timing situations. Most generally set up for a.m. peak, normal operation and p.m. peak situations. No such system is operational on 6th and 7th Streets at this time.

Comments on Equipment:

The volume of traffic experienced at 6th and Madison and 7th and Jefferson demands an efficient operation. The three phase deductible pre-timed control is not well suited to this task. At present, the "C" phase will not extend. This is being checked, but without doubt can be made to function. The pedestrian phase for Phase "C" deducts the entire "B" Phase (6th Street off-ramp), and reverts to 6th Street (Phase "A"). We are checking this feature out, but find no control to reduce this affect.

A three phase, fully actuated controller with a background cycle to keep 6th Street in progression might well have been the most efficient. It may still be when we need to "rob" all the unused time for the backed-up phase.

On Monday night (5 o'clock p.m. peak), 7th Street traffic was blocked solid from Jefferson to Blair Street from 4:30 p.m. to 5 p.m. The 7th Street off-ramp traffic was relatively light.

Mr. Alva Williams, Jr., Traffic Engineer, Eugene, and the writer are cooperating in an area wide machine counting program. Counts will be available both before and after the Saturday opening.

This office will continue to explore methods to further improve conditions.

Glen L Clark
GLEN L. CLARK
Regional Traffic Engineer

GLC/ks

cc F. B. Klaboe
L. E. George
Robert Judson
Ellis Jones

7637

Salem, Oregon
July 13, 1973

Agenda Item 2q
July 10 Commission meeting

Mr. J. B. Boyd
Right of Way Engineer

Attention: Utility Unit

MISC. CONTRACTS and AGREEMENTS No. 7773

#7637

Attached for transmitting to the Eugene Water and Electric Board is a fully executed copy of an agreement providing for electrical service to the street and sign lighting for the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway in Lane County. Also attached is a xerox copy for your files.

We have retained a fully executed copy for the Commission's files.

C. W. Read, Manager
Administrative Services

flm
Att.

7637

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 2, 1973

TO G. L. Green, Division Engineer
~~[illegible]~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
[illegible] ASBURY

L. H. Young
Office Engineer

Federal-aid Project
No. I-105-4(115)196

SUBJECT Request Change Order Approval

Contract 7637, State Force Order No. 12

Project 7th Ave. - Willamette River (Eugene)

Highway Eugene - Springfield

County Lane

This Order covers the cost to relocate three luminaire poles which are in conflict with the construction of the parkside parking strips on Washington and Jefferson Streets. Relocation of these poles was not anticipated at the beginning of this project as construction of these parking strips was added work to the project.

Relocation of these poles will be performed by Eugene Power and Electric Board employees as they own the poles.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $805.00 with Federal participation in the amount of $724.50.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 16, 1972.

Your approval as of May 16, 1973 is requested.

Attach.

BMW:pr

7637

STATE COPY

OSHD (Coulter)
Region
Wash DC
C. Hoefler

6-19-73

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 14	COUNTY Lane	DIVISION Oregon
DATE OF INSPECTION 6/19/73	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. I-105-4(115)196
IN COMPANY WITH Ellis Jones, Resident Engineer and Bryant Jackmond			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 90 %	WORK COMPLETED 92 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
JUN 26 1973
REGIONAL OFFICE

7637

7th AVENUE-WILLAMETTE RIVER SECTION
EUGENE-SPRINGFIELD HIGHWAY
Grading, Paving, Structures, Traffic Control and Illumination

1. Scope of Inspection

On going and completed work was reviewed in the field and the State's documentation of the contractor's trainee program was reviewed in the office.

2. Summary of Findings and Recommendations

It now appears that the viaduct will open to traffic approximately July 1st. There remains however considerable landscaping and cleanup work to be done under and around the structure.

Due to the length of time that this job has taken the engineering costs have overrun; however, there will be an underrun of the total authorization. The contractor was performing finishing work on the parapet rails and grinding as appropriate on the deck slabs. He had started landscaping and cleanup work under the structure but at the time of the inspection was using nearly all of his force completing the surface of the viaduct so that it may be opened to traffic as soon as possible.

6-29-73
Con
cy

The State has submitted a full explaination of the contractor's claim for additional compensation due to alleged welding specification changes. This matter is currently being reviewed by the Division Bridge Engineer.

3. Contractor's Trainee Program

The contractor has twelve trainees on this project. (See attached list of trainees.) The Resident Engineer's files contain a copy of the approved trainee programs and each of the contractor's quarterly reports. Also for trainees that have left the project, the Resident Engineer's file contains a letter from the contractor to the State indicating the number of hours of training received. A copy of this letter was sent to the particular trainee. The State did not know if trainees had received an individual copy of their training program or in the case of trainees who have left the contractor's employ if a certificate of training has been issued.

NOTED
H.S. COULTER

(more)

There was no record of the State actually observing the trainee's activities to determine if the proper training was being received. In discussing this matter with the Resident Engineer he indicated that he was not aware of the degree or method of inspection he was to perform to insure compliance in the mandatory training program. As in the case of other residents interviewed, he was using his own initiate in reviewing the trainee program. It should be noted that this particular resident has had a tremendous work load during the past year. With his heavy engineering workload he was scarcely able to keep up with the manpower assigned him.

I make the following two recommendations:

1. That a simplified uniform system of monitoring training program compliance be adopted for Statewide use. Guidelines should be general enough to allow flexibility to adapt to various project conditions.

2. That the guidelines provide for a random check of the trainee's activities in lieu of a 100% observation. I feel a random check would provide a reasonable assurance of compliance at a practical cost.

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

* Except for Apprentice
Program

OREGON STATE HIGHWAY
DIVISION
COLUMNAR TABULATION SHEET

Project No. 7637 7th Ave Br.
Date Work Started 9/22/71

9

Approved Training	Trainee Name	Trainee Started	Trainee Terminated	* Approved Trng. Hrs.	Hours Received	*Does trainee have copy of trng. program		Has cer issued
[illegible]	Fred W Broadfoot	9-5-72	OCT 7,72	/	/180		/	/
Carpent Apprent	Harold B Harrison	1-3-72			352½			
Carp Apprent	John L. Holmes	8-15-72			1,051			
Carp Apprent	Curtis W Jensen	8-18-72	10-17-72		328			
Labor Trainee	Lawrence E McC[illegible]	11-20-72	7-9-73	105	105			
Cem Mason Apprent	Ernest R M[illegible]	8-7-72	7-28-73		1,022			
Cem Mason Apprent	Michael A M[illegible]	3-12-73			120			
Carp Apprent	Thomas [illegible] R[illegible]	7-14-72			8			
Carp Apprent	Mario W Scalici	1-19-72	5-1-72		546½			
Carp Apprent	Roland H Stan[illegible]	1-4-72	7-28-72		1,164½			
Labor Trainee	Stephen M Thompson	12-23-71	6-30-72	1,000	1,000			
Carp Apprent	Dallas A T[illegible]	1-5-72	5-1-72		626½			

Attachments

** A - Layoff
B - Terminated (Fired)
C - Still Working
D - Quit on Own
E - Transferred to Another Job
F - Completed Program

ert. of trng. been d to trainee?		*Do job hrs compare to apprvd trng hrs		** Status	Minority
			/	A	No
				A	yes
				C	NO
				B	NO
				A	NO
				A	NO
				C	NO
				D	NO
				A	yes
				D	NO
				F	NO
				D	NO

7637

#7637

June 11, 1973

Mr. Hugh McKinley, City Manager
City of Eugene
Post Office Box 1967
Eugene, OR 97401

Dear Hugh:

Copies of two letters we wrote to the Federal Highway Administration and of two replies from them concerning the temporary First Street ramps to I-105 in Eugene are enclosed. As you see, the FHWA has turned down both our original request to allow the ramps to remain open on a temporary basis for an interim period and our second request to allow the ramps to remain in place but barricaded off until a determination is made of their possible future use.

I have been advised by the FHWA that both of these requests were submitted up at least to their Regional office and they were disapproved on this level.

Inasmuch as we are firmly committed in writing with the FHWA on the removal of these ramps at the completion of the existing contract, we must honor our contract with them. Under the circumstances, I have instructed our field people to proceed with the original contract and remove the ramps at the appropriate time.

I wish we could have resolved this problem in an amicable manner and hope you understand our commitment to the FHWA and my position. If we can be of any further service,please let me know.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc George M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
C. T. Keasey
A. F. Shirley

Enc.
FBK:ms

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 8, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-105-4(115)196
7th Avenue-Willamette River Section
Temporary Ramps at First Street

FROM : G. L. Green, Division Engineer

TO : George M. Baldwin, Administrator of Highways
Salem, Oregon

By June 7, 1973 letter Mr. Schroeder requested our consideration of the City of Eugene's proposal to delete removal of the temporary ramps from the existing contract on subject project and providing for barricading the ramps upon completion of this section of freeway pending the update of the Eugene-Springfield Areawide Transportation Study.

We cannot agree to such a proposal as we do not consider the temporary ramps acceptable for use once this section of Interstate freeway is open to traffic. Even if the E-SATS update shows a need for a facility at this location, different from the presently planned connection to Route 126, it is not possible for the present temporary ramps to be incorporated into an acceptable interchange design. This being the case, and since the temporary ramps cannot be continued in use after this section of freeway is opened to traffic because of safety and traffic operational considerations, the temporary ramps should be removed under the existing contract as originally planned.

GLGreen

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO

FOR

Info	Invs	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

7637

5

June 7, 1973

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

First Avenue Ramps #7637
Eugene

Until such time as the City of Eugene has made a final decision concerning the First Avenue ramps in Eugene, it would appear advisable to leave all our options open. Therefore, we request that we be allowed to barricade the ramps and delete the removal of the ramps from the contract currently underway. This would have the effect of letting I-105 operate as we had originally intended, but would allow for utilization of the ramps should decisions which will be made in the future require them.

The length of time that these ramps would remain barricaded would depend upon several factors. In any event, it is doubtful if the City of Eugene will make a decision on the ramps until the transportation study is updated. A target date of July 1, 1974 has been established to carry out the technical and procedural aspects of the update. A City Council decision can be made shortly after that time.

An early decision from you concerning barricading the ramps and deleting the removal of the ramps from the contract would be appreciated.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
H. S. Coulter
R. E. Royer
C. T. Keasey
A. F. Shirley

RER:ap: ajw

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 7, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project I-105-4(115)196
7th Ave-Willamette River (Eugene)
Temporary Ramps at First Street

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

By May 25, 1973 memorandum Mr. Klaboe requested a decision regarding continued use of the temporary ramps at First Street on the subject project. The City's proposal involves reducing the northbound freeway to one lane to accommodate traffic entering the freeway via the temporary ramp, and maintaining the off-ramp at First Street as currently constructed.

The ramifications of the City's proposal have been carefully evaluated. Special consideration was given to Federal regulations governing the construction and operation of the Interstate Freeway System, the existing Eugene-Springfield Areawide Transportation Study, the executed State-City Agreement, the current construction contract, the proposed lane closure on the Interstate freeway system, the traffic operational problems inherent in the City's proposal, the previous, proposed and future traffic patterns in the project area, and the OSHD report and backup analysis presented to the Eugene City Council. Our analysis indicates that the safe and free flow of Interstate traffic would be impeded by perpetuating the use of the temporary ramps causing adverse safety problems and undue interruption to the free flow of Interstate traffic. This condition is adverse to the intent of this type of facility.

Accordingly the City's proposal cannot be accepted. The existing construction project should be completed in accordance with previously executed plans and agreements. Upon completion of the E-SATS update, if the study indicates a need for a different type facility to serve the area in question a properly designed interchange will be considered using whatever type of funding appropriate at the time.

for G. L. Green

RECEIVED
STATE HWY ENGR

JUN 8 '73

REFER TO
Klaboe

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

6-8-73 Info cy Hunter
Schroeder
Coulter

May 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

#11637

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Continued Use of Temporary - Ramps
1st Avenue - City of Eugene
I-105

The City Council for the City of Eugene has requested the Highway Division to amend its agreement with the City to permit the continued use of the temporary ramps connecting 1st Avenue to the I-105 extension scheduled for completion on June 16, 1973. They requested that the northbound freeway be reduced to one lane to allow the safe entrance of the 1st Avenue ramp onto the freeway. The southbound direction would remain open with no change.

The motion which the City Council adopted states the reason for the request is that the Council wishes to have adequate time to review, update, and adopt a transportation plan for the City of Eugene that will finally resolve this matter on a permanent basis; the Council feels this interim solution would be least costly and most workable until a transportation plan or this segment of a plan can be finalized.

Attached is a copy of Mr. McKinley's letter requesting, among other things, that the Highway Division negotiate a change order on the present contract for the I-105 extension to permit the continued use of the ramps and delete their removal from the contract. This letter should serve as our formal request for such action.

Enclosed for your use are: (1) a copy of the report presented to the City Council at its April 30 meeting;

(2) a copy of the profile which was run this week; (3) copies of the analysis used in developing the report presented to the City Council.

It is important to know the issue being dealt with is larger than simply the 1st Avenue ramps. The City must decide on whether or not to have the Roosevelt Freeway and/or other major highway improvements in the area. It is anticipated that the E-SATS can be updated within a year to provide the City Council with enough information to make this decision. From a practical standpoint, however, it is not likely that the study could be completed in this period. Depending upon the amount of citizen involvement and the numerous delays encountered in such a study, an estimate of one and one-half to two years would be more appropriate.

The City's request would allow the use of the freeway and the ramps during this period. These ramps do provide a service to residents and businesses in the River Road area.

We would appreciate your decision on this matter at the earliest possible time. If you desire more data, please let me know.

Att.

bc: G. M. Baldwin
A. E. Johnson
R. L. Schroeder
Robert E. Royer

RER:ap dpy

CITY
OF
EUGENE

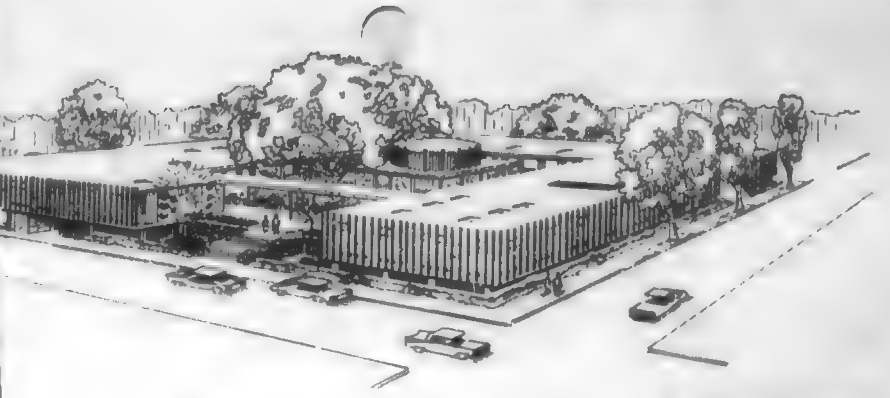
RECEIVED
STA HWY ENGR

MAY 17 '73

REFER TO
Schroeder

FOR

Info	Invest	R/D	DIR	Sign	Act	File
		✓				



OFFICE OF THE CITY MANAGER
503/687-5010

P.O. BOX 1967

EUGENE, OREGON
97401

May 16, 1973

Mr. Fred Klaboe, Chief Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

At its May 14, 1973 meeting the Eugene City Council directed me to ask the Oregon State Highway Division to amend its agreement with the city of Eugene and permit the continued use of the temporary ramps connecting 1st Avenue to the I-105 extension scheduled for completion on June 16, 1973. In order to make that facility operational the Council requested that Option 2-G of the alternative solutions presented in your report be implemented. The motion which the Council adopted stated that the reason for the request was that the Council wishes to have adequate time to review, update, and adopt a transportation plan for this community that will finally resolve this matter on a permanent basis, and the Council feels this interim solution would be least costly and most workable until a transportation plan or this segment of a plan can be finalized.

This action of the Council would result in my requesting that you negotiate a change order on the present contract for the I-105 extension which would permit the continued use of the ramps and remove their removal from the contract. It would also request necessary barricading, signing, and lighting be carried on to move northbound traffic from 6th and 7th into the inside lane in a manner adequate to permit the merging of the northbound on-ramp from 1st Avenue so long as it remains in use. We ask that you obtain the approval of the Highway Commission for this change and that you pursue with the Secretary of the Department of Transportation the seeking of the authority to make this change.

During the discussion the Mayor made a very strong statement regarding the need for getting things moving in the solution to this problem, and it seems evident that we will be diligently seeking a solution to the chicken-and-egg conflict we are experiencing between a need for a vote of the local populace versus the necessary investment in environmental impact statements and design in order to get the project of serving the northwest portion of the community off the ground. I will be talking more with the City Attorney about finding a way to get the necessary voter approval.

Please again accept my extreme appreciation for the tremendous co-operation we have experienced from you and members of your staff in helping us try to sort this problem out and arrive at an acceptable conclusion. Without the help of Bob and people who worked on the report and your understanding personally, we would be a long way from knowing where to go next. If any member of my staff or I can be of assistance in pursuing this recommendation, please do not hesitate to call on us because we are most anxious to proceed.

Very truly yours,

Hugh McKinley
City Manager

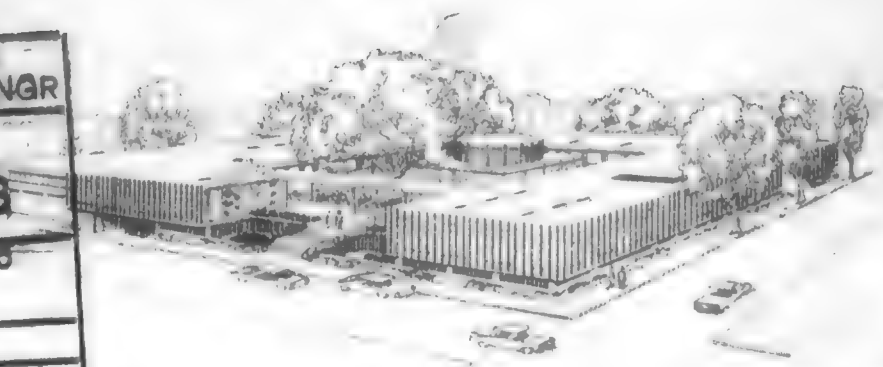
HM:d
cc-Bob Royer, State Highway Division
  Don Allen, Pub Wks Drctr
  Mayor Anderson
  John Porter, Plng Drctr
  Al Williams, Trfc Engr
  Al Driver, Lane Co Pub Wks

RECEIVED
MAY 17 1973
Office of
Assistant State Highway Engineer

7637

CITY
OF
EUGENE

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
FOR



OFFICE OF THE CITY MANAGER
503/687-5010

EUGENE, OREGON
97401

June 8, 1973

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

NOTED
F. B. KLABOE

Congressman John Dellenback
House of Representatives
House Office Building
Washington, D.C.   20515

7637

Dear John:

This letter is to followup on our phone call of June 7. As I indicated the Eugene City Council has asked the State Highway Division to transmit to the Secretary of Transportation a request to amend the contract between the City, the State, and the Department of Transportation regarding the Willamette River-to-7th Avenue extension of Interstate 105 now under construction in Eugene to provide that the temporary ramps connecting this facility to 1st Avenue be left in service. A study by the State Highway Division has indicated that these ramps could be utilized, with some modification, until a buildup of traffic anticipated about 1980. However, the utilization would reduce the effectiveness of the new extension and would be below highway design standards with marginally acceptable anticipated safety.

The Highway Division has forwarded the Council's request and we have not yet received an official response. Since the present contract provides that the temporary ramps be removed, and since the contract is nearing completion and the opening of the new facility is scheduled in the very near future, it would be appreciated if you would transmit to the Secretary of Transportation a request that the contract be changed to delete the ramp removal and to allow that the ramps be barricaded when the new construction is opened but that they be continued in existence until a decision is made regarding the question of allowing them to remain for a period of time.

For your information, it should be pointed out that the present project was originally designed to be supplemented by another facility connecting the present project to the west to River Road. If that connection is made, the ramp connections to 1st Avenue must be discontinued. However, the decision on whether the westerly connection will be built hinges upon yet-to-be accomplished environmental impact statements and an election by the people of the city of Eugene. It was the desire of the City Council that the 1st Avenue ramps be continued in operation at least until the decision is made on the westerly extension known as Highway 126.

NOTED
A. E. JOHNSON

Congressman John Dellenback
Washington, D.C. - 8/8/73 - 2

I reiterate that failure by the Department of Transportation to act immediately will result in the removal of the ramps and the elimination of the possibility of continuing this convenience for the people now using the 1st Avenue connections to the freeway.

Thank you for your assistance, and please do not hesitate to call if further information is needed.

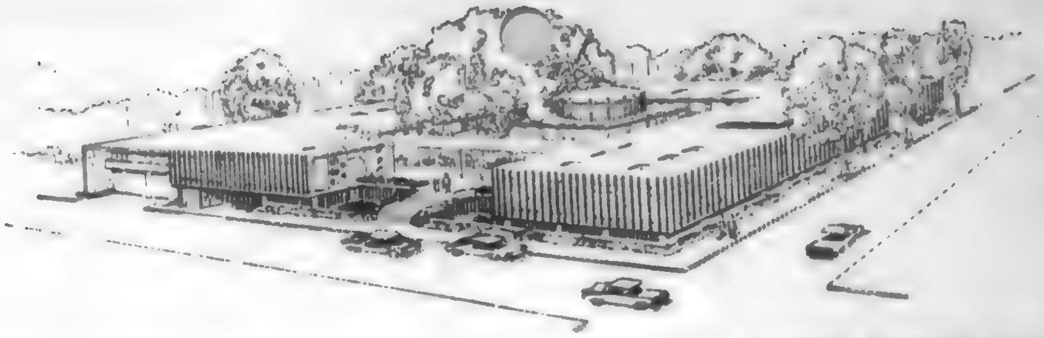
Very truly yours,

Hugh McKinley
City Manager

HM:d
cc-Fred Klaboe
St Highway Div, Salem
Don Allen, Pub Wks

#7637

CITY
OF
EUGENE



FINANCE DEPARTMENT — P.O. BOX 1967 — EUGENE, OREGON 97401

June 1, 1973

-#7637

Mr. H. S. Cox
County and City Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Enclosed is our check for $19,107.91, in accordance with your request of May 29, 1973.

Sincerely,

S. P. Flogstad
S. P. Flogstad
Director of Finance

dt

RECEIVED
OSHD FINANCE BRANCH
Check# 53070 Amt. $19,107.91
By [illegible] Date 6/4/73
For City's share of work necessary to upgrade Washington & Jefferson Streets from 1st Avenue to 6th Avenue. Ref: 1/31/67 Thruway Agreement,
7th Avenue-Willamette River Section
Hwy 227 (I-105), City of Eugene

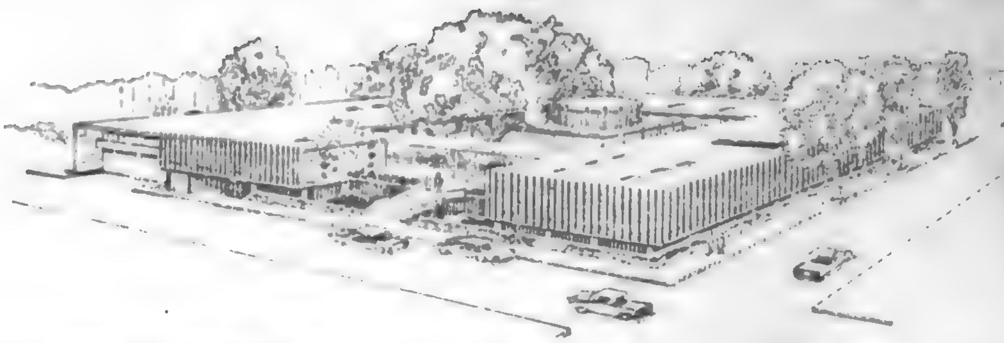
NOTED
H.S.COULTER

COPIES TO: H. S. COULTER
C. T. KEASEY
L. H. YOUNG
A. SHIRLEY
CITY OF EUGENE

RECEIVED
COUNTY & CITY SECTION
JUN - 4 1973
☐ [illegible] ☐ COOR. ☐ CE ☐ AE ☐ DE
☐ [illegible] ☐ [illegible] ☐ RE ☐ [illegible] ☐

Eugene
1-31-67 [illegible]

CITY
OF
EUGENE



DEPARTMENT OF PUBLIC WORKS
TEL - 503 - 342-5221

777 PEARL STREET
CITY HALL

EUGENE, OREGON
97401

February 14, 1973

H. S. Cox
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: 7th Avenue-Willamette River Section, Eugene-Springfield Highway

Dear Mr. Cox:

A field inspection has revealed that the curbs are substandard, have innumerable curb cuts in them, and have received additional damage during the course of construction. The city feels that the state should replace these curbs in their entirety with new curb and gutter, and not attempt to just "patch up" the broken areas. The street surfaces will also require repair where they have been broken down by the contractor. This work should be done to prepare for a future overlay.

The total project is giving the state and city the opportunity to realize a joint Freeway-Parks land use, and the surrounding streets adjacent to the park should be left in as attractive condition as possible.

Please notify me if further discussion is necessary.

Very truly yours,

Bert S. Teitzel

Bert S. Teitzel
City Engineer

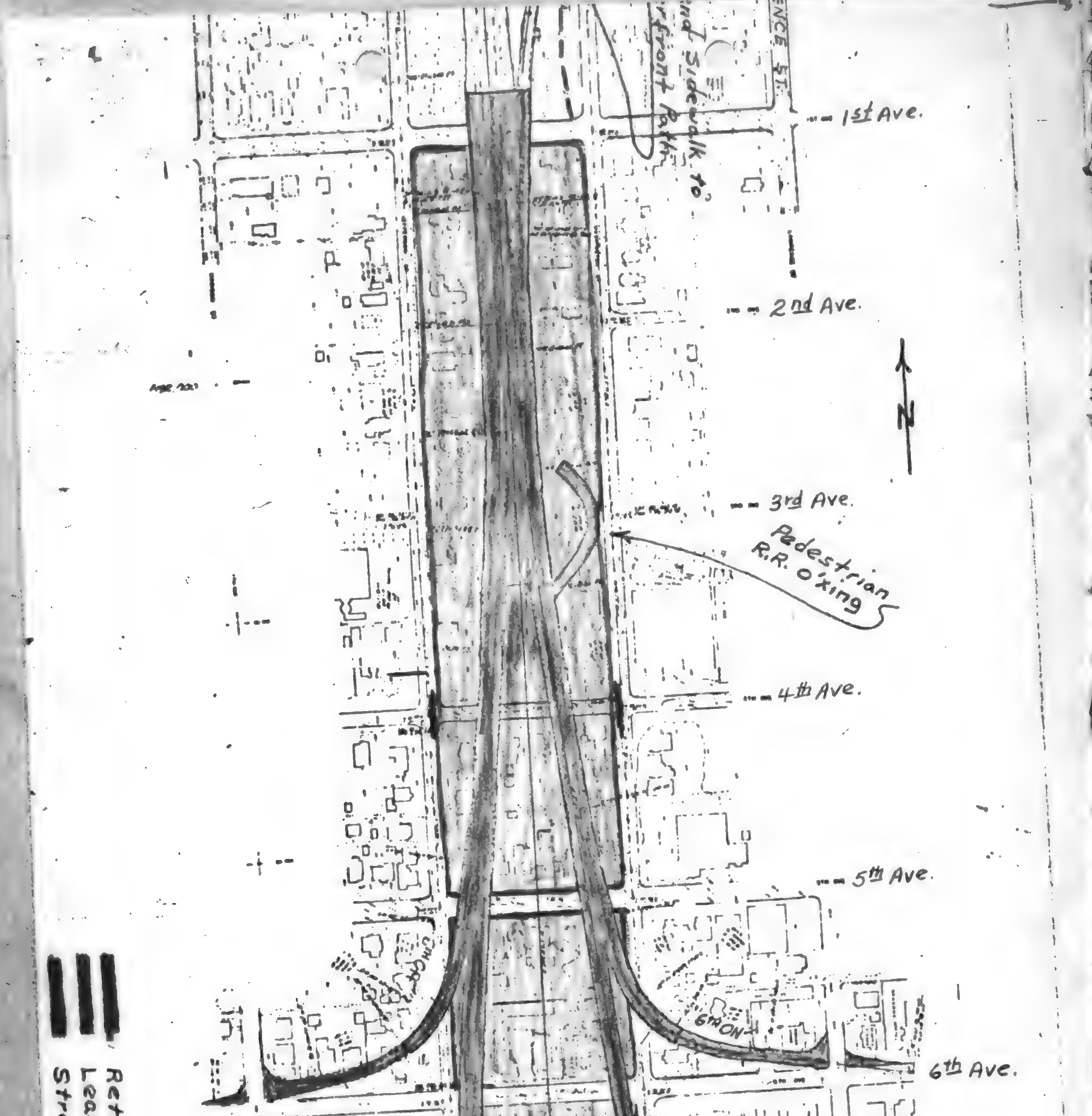
BST/gr

cc: Ellis Jones

Please advise this office as to final determination of this request so agreements may be prepared.
Si

RECEIVED
COUNTY & CI[illegible]

2-16-73
Copies to
H.S. Coulter ✓
Walt Hart
C.T. Keasey
J.H. Versteeg.


nd Sidewalk to
rfront Park
NCE ST.
1st Ave.
2nd Ave.
3rd Ave.
Pedestrian
R.R. o'xing
4th Ave.
5th Ave.
6th Ave.
7th Ave.
N
LEGEND
Retained by State
Lease to City for Park
Street Closure

7637

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

DATE May 29, 1973

TO R. L. Schroeder
Asst. State Highway Engineer

FROM L. E. George L E George
Traffic Engineer

SUBJECT 1st Avenue Ramps
I-105 Eugene

7637

You recently asked this office to review the signing problems that would result from keeping the 1st Avenue ramps connected into the I-105 structure at Eugene. The signing has been reviewed and as you stated, there will be some problems involving the installation of signs at adequate distances in advance of ramps, however, we have prepared a possible plan of signing at an estimated cost of $30,000. The plan is on file in this office.

The proposed signing plan will provide adequate direction for inbound vehicles, but will have spacing between the sign location of the ramps that are not adequate for the best possible traffic operation.

LEG:pb

NOTED
R. L. SCHROEDER

RECEIVED
MAY 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

FORM 2-96

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7637

DATE May 10, 1973

TO MEMORANDUM TO THE FILES

FROM J. H. Versteeg, Road Design Engineer

SUBJECT

#7637

CON 21-2
Florence
#49.
Sp

At the recent public hearing in Eugene on the removal of the First Avenue ramps I talked to a representative of the Wilson Investment Company. It is their contention that the long delay in making a final decision on Highway 126 (Oakhill to I-105) has caused them considerable financial loss.

Based on a California Court decision I was told they plan to file suit against the Oregon State Highway Division to recover these alleged damages. The properties concerned are the Shopper's Market, Four Corners Hardware Barber Shop, Brady's Tavern, Gull Service and Alpine Transfer Company.

JHV:jh
cc: R. L. Schroeder
Walt Barrie

NOTED
R. L. SCHROEDER

RECEIVED
MAY 10 1973
Office of
Assistant State Highway Engineer

5

CITY OF EUGENE

INTER-DEPARTMENTAL MEMORANDUM

7637

Date May 7, 1973

To: City Council

From: City Manager

Subject 1st Avenue Ramps

#7637

NOTED F. B. KLABOE

NOTED A. E. JOHNSON

On May 3 Al Williams, Don Allen, and I visited in Salem with Chief Engineer for the Highway Division, Mr. Fred Klaboe; Planning Engineer Bob Schroeder; Mr. Bob Royer; and Mr. Cranford, the design engineer. We made clear at the outset that the city of Eugene has a contract with the State of Oregon that certain things will take place with regard to the extension of I-105 to 6th and 7th, and so long as that contract remains in force we intend to live up to its terms. However, we explained our purpose in being there as one of exploring whether any of the alternative solutions to the 1st Avenue connectors would be sufficiently acceptable to justify a request by the City to the State Highway Division for renegotiation of the existing contract. We further queried whether if such a situation existed what the necessary steps for entering into renegotiation should be and what would happen to the existing plan if such a request is made.

After discussion of the alternatives and their implications the Highway Division staff and the City staff, including myself, were in agreement that completion of the existing contract, opening of the extension of I-105, and disconnection of the 1st Avenue ramps will provide the highest level of safety to the users of the facility. We further agreed that if the City Council, representing the community, feels that the continuation of service to people using the 1st Avenue connectors is important enough to trade off for a poorer operation on I-105 between 7th and the north riverbank and a marginal safety standard, then Plan 2H of the Highway Division's report regarding the alternatives is the only acceptable plan. That if Plan 2H is to be pursued it can only be done with the recognition that it will be adequate for approximately ten years, depending upon traffic buildup, or until the construction of the extension of Highway 126 in any location between the bank of the Willamette River and 6th Avenue. Traffic volumes anticipated within ten years would dictate the abandonment of the ramps if installed as in Alternate 2H. At that time the City Council will again have to make a difficult political decision.

If the City Council decides to request a modification or amendment to the present contract that request will be considered by the State Highway Division whose staff will present it to the members of the Highway Commission with staff analysis. Such a request would require the approval of the Secretary of the Department of Transportation of the Federal government. Further research will be conducted to determine whether it would also require an environmental impact statement. The City Attorney advises us that it will not require a vote of the people of Eugene.

If the City transmits a request for consideration of Alternate 2H the State Highway Commission will be asked to consider directing the contractor to delete from his project the removal of the 1st Avenue ramps and the installation of a temporary barricade which would move northbound traffic from 6th Avenue into the inside lane to allow northbound traffic from 1st Avenue to feather into the outside northbound

RECEIVED
MAY 23 1973
Office of
Assistant State Highway Engineer

lane. This temporary arrangement would be removed when the additional up-ramp lane is completed. It is possible that this change could be made in time to permit the opening of the extension to 6th and 7th to take place on schedule as now proposed for mid-June. This alteration is shown as Alternate 2G in the study report. It is anticipated that this will result in peak load congestion on the overhead structure with fairly high potential for rear-end accidents and will probably force some of the peak hour traffic to use Washington Street and 1st Avenue ramp to reach the river bridge. This temporary installation would require the approval of the Federal Highway Administration's regional office.

If the Highway Commission accepts the City's request to renegotiate for ten-year temporary connections to 1st Avenue they will forward the request to the Federal Department of Transportation. They will support the request with their recommendations. It is anticipated that the estimated cost of $350,000 to add the additional merging lane to the northbound ramp from 1st Avenue will have to be borne by the city of Eugene and the State Highway Division. A 50/50 sharing formula appears possible. In the event this request is disapproved by the Secretary of Transportation the City will have no choice but to comply with the existing contract and will undoubtedly be responsible for the additional cost of removing the 1st Avenue ramps at a subsequent time. The process of seeking the approval of the Secretary of Transportation could be time consuming and might take as much as a year. It is the judgment of Mr. Klaboe that even with the endorsement of the State Highway Division the possibility of approval by the Secretary of Transportation is very slim, particularly in view of the requirement that highway facilities be designed with a minimum anticipated usefulness of 20 years.

It is reiterated that Plan 2H cannot be expected to serve longer than ten years, and that a permanent plan to keep 1st Avenue connected to the I-105 extension rules out any possible connection to the west between the River and 6th Avenue, and that at the end of the ten-year period more or less, or at the time a Highway 126 extension is initiated, these ramps must be removed with the coincidental inconvenience to the Whiteaker neighborhood and further economic damage to commercial or industrial uses which may develop in the interim. The extension of Highway 126 would of course provide good downtown access to the River Road area from the vicnity of Polk Street to the north.

Mr. Klaboe and Mr. Royer both expressed again the importance of completing the update to the ESATS plan in order that an acceptable transportation plan for the community can be adopted. They stressed the concern that so long as we do not have an adopted plan we will continue to be accused of piecemealing a plan without official sanction. Updating the plan requires participation by Lane County, Springfield, and the State.

Mr. Klaboe indicated that it will be not less than a year before the State Highway Division is in a position to commence work on the environmental impact statement requested for Highway 126. He further indicated that there is a strong reluctance to invest the large amounts of money in the preparation of such a statement in view of the uncertainty of the ability of the city of Eugene to secure voter approval of proceeding with such a project. This uncertainty causes our 126 study to stay at the low end of the State's priority list. We are therefore placed in a position of not having the study in order that the people will have adequate information upon which to vote and not being able to get the study started because a negative vote of the people would result in a waste of large sums of money. The staff has no practical suggestion as to the solution to this chicken and egg situation.

The possibility of peak hour barricading of the 1st Avenue ramps was explored. While further study is necessary, it was the offhand judgment of those present that this would probably be unsatisfactory.

The Council asked about the cost of improvements to 6th and 7th Avenues and Blair Boulevard to make those facilities better able to absorb the 1st Avenue traffic were the ramp connections disconnected. Original plans required that these streets be widened and reconstructed to 46 feet from Blair to High, and that removal of parking be considered west of Blair Boulevard. This action was deemed necessary prior to the completion of I-105 to 6th and 7th.

In 1966 plans were prepared for a joint project between the State Highway Division and the city of Eugene. It was estimated to cost $425,000 excluding cost of signals. Participation was to have been 75% State and 25% City. At its August 26, 1966 meeting the City Council, because of the proposed urban renewal program, withdrew from the project on the basis that the transportation facilities planned to serve the core area would suggest some other treatment for 6th and 7th as they pass through the central core.

A similar project if initiated today would cost approximately $722,500. The need of improvements on 6th and 7th west of Blair is dependent upon whether the Amazon Parkway West is ever constructed.

Very truly yours,

Hugh McKinley
City Manager

5

Wilson Investments
[redacted] 780 Cornwall St.
Eugene, OR 97402

May 7, 1973

7637

Mr. Hugh McKinley, City Manager
Eugene City Hall
777 Pearl Street
Eugene, OR 97401

#7637

Re: I-105 Freeway and Access to 1st Avenue. Effect on WILSON INVESTMENTS Property, NE Corner of Roosevelt Blvd & Highway 99 N

Dear Mr. McKinley:

I understand that the City Council on May 9 will consider and take action on the alternatives available to the City with respect to retaining access over the temporary ramps from I-105 to 1st Avenue, in addition to the permanent ramps connecting 6th and 7th Streets. I request that this letter be read at the Council meeting when this problem is considered and, if possible, that all members of the Council be furnished with a copy.

I have examined the written discussion of this problem prepared by the Oregon State Highway Division Planning Session for the Eugene City Council. As you know, five alternatives are presented.

The Highway Division takes the position that the Roosevelt Boulevard extension and the 1st Avenue ramps cannot exist together (page 15). However, an alternative #2 is presented in which the existing ramps would remain with minimal improvement and an alternative #3 under which concurrent courses of action would be taken. However, none of these alternatives are foreseen to provide a solution beyond 1985.

Since 1968, our property has been under threat of condemnation. We have had many contacts from the State Highway Division. They have been on the ground and have surveyed the property. They have announced and our tenants, and even prospective tenants, know that at some time some of our property will be taken. However, it has been impossible for us to determine when or what portion of the property will be condemned. Now, unless the City takes decisive action that will result in completion or abandonment of the Oakhill I-105 section of the Florence-Eugene Highway, the cloud that our property is under will continue indefinitely, perhaps as long as 1985.

Our tenants include the Shopper's Market, Four Corners Hardware, Four Corners Barber Shop, Brady's Tavern, Four Corners Gull Service Station, and Alpine Transfer Company. In this situation it is impossible for us or our tenants to make medium-term, or even short-term plans. Numerous prospective tenants have been turned away.

Schroeder by Keeble 5-8

NOTED
R. L. SCHROEDER

RECEIVED
STATE HWY ENGR
MAY 8 73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

RECEIVED
MAY 8 1973
Office of
Assistant State Highway Engineer

Our existing tenants may not renew their leases because of the uncertainties. I am sure you will be able to appreciate the difficulties of the situation.

Unquestionably, our property has suffered a substantial decline in market value because of the pre-condemnation announcements that have been made that have not been followed, within a reasonable time, by an actual taking. Our property has actually suffered a de facto taking. Unless this matter is cleared up, it will be necessary that we undertake to protect our property rights by appropriate legal proceedings. I think there are other property owners who are also in our dilemma, who are being damaged and who also may need to take action.

This letter is to urge that the Council take our problem and the damage to our property into account in making its decision. It seems to us that the Highway 126 - I-105 Bypass will be needed and that the City should take action at this time with respect to the 1st Avenue access problem that will not block the Bypass.

I am sending a copy of this letter to the State Highway Division to put them on notice of the damage to our property and to request that their decision with respect to our property be made at this time.

Sincerely yours,

WILSON INVESTMENTS

By Maynard W. Wilson
Maynard W. Wilson, General Partner

3096 Calla Street
Eugene, Oregon 97402

cc: State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
MAY 8 - 1973
OREGON
STATE HIGHWAY COMMISSION

Copies to Barrie
Roger
Versteeg
Boyd
Clot
Shirley
5-9-73

5

7637

May 1, 1973

AIRMAIL

The Honorable John Dellenback
Member of Congress
1214 Longworth House Office Building
Washington, D. C. 20515

257

#7637

Dear John:

On March 6, I wrote you concerning the closure of the 1st Avenue ramps connecting to I-105 in Eugene. This was in response to a letter to you from Ms. Karen Johnson of Eugene.

In my letter, I indicated that we were studying the situation in detail to see if something could be done to allow access to 1st Avenue and still meet the design standards. Enclosed is a copy of our report.

In summary, the report delineates the basis upon which I-105 is designed. Specifically, it is a segment of the total transportation system which was developed by the Eugene-Springfield Area Transportation Study in conformance with the Federal-aid Highway Act of 1962. This section of the Interstate freeway was designed to have the Roosevelt Freeway, another segment of the E-SATS plan, connected to it in the vicinity of 1st Avenue. It would be desirable to design connections at 1st Avenue and still have the Roosevelt Freeway.

Five separate alternatives are investigated in the report. They are:

1. Do Nothing--a holding action.
2. Existing ramps with minimal improvement (that solution suggested by Ms. Johnson).
3. The current course of action.
4. Accelerated construction program.
5. Construction of a new interchange--rejection of the Roosevelt Freeway and disapproval of the present E-SATS plan.

The Honorable John Dellenback
May 1, 1973
Page two

Alternative 1 would be unacceptable since the freeway is scheduled for completion by the middle of June. It would not be wise to leave a completed facility that could be handling traffic lay idly by. Additionally, federal funds could be placed in jeopardy should progress in the construction of the facility reach an undesirable state. The second alternative is unacceptable because of: (1) hazardous conditions brought about by the weave in the southbound direction between I-105 traffic using the 1st Avenue ramp and the Delta Highway traffic heading southbound on the freeway; (2) the design of the southbound off-ramp does not allow a safe stopping sight distance for speeds which are anticipated after the opening of the freeway; and (3) the lack of merging distance and existence of poor sight distance for the northbound on-ramp. Additionally, in order for this alternative to be developed, approval for a new access location would be required from the Secretary of the U. S. Department of Transportation; a vote of the citizens of Eugene would be required prior to signing an agreement between the City and the Highway Commission allowing for these ramps; an Environmental Impact Statement could possibly be required; there is a possibility that the present Eugene-Springfield Area Transportation Study must be updated prior to Federal Highway Administration approval; and monies must be made available from the City, County, State or Federal funds.

Alternative 3 would be our current course and action and is strongly recommended by the Highway Division.

Alternative 4 suggests that the implementation of the E-SATS plan be carried out at a faster rate--this would, of course, be desirable from a traffic standpoint.

In Alternative 5, two separate designs are suggested: (1) A half-diamond which would cost approximately $850,000 but would not operate well after 1985; and (2) loop ramps costing approximately $3,265,000. This is a better solution but would not satisfy the travel demands for the Eugene area past 1995.

After reviewing these alternatives, it is obvious to the Highway Division that Alternative 3 should be selected and that the ramps at 1st Avenue should be removed upon completion of the freeway.

If I may be of any further help, please let me know.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
R. E. Royer

[illegible] kw
Enclosure

April 26, 1973

Ms. Karon Johnson
367 N. Polk
Eugene, OR 97402

Dear Ms. Johnson:

You have expressed interest in the I-105 freeway and the temporary First Avenue Ramps.

The City of Eugene will hold a public hearing on the matter on Monday, April 30, at 7:30 p.m., in the City Council Chambers. Available information will be discussed at the hearing.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc Sen. Edward Fadeley
bc George M. Baldwin
A. E. Johnson
R. L. Schroeder
R. E. Royer
R. B. Sipprell

(ms)

February 27, 1973

*7637

Ms. Karon Johnson
367 N. Polk
Eugene, OR 97402

Dear Ms. Johnson:

Senator Edward N. Fadeley has asked that I respond to your recent letter regarding the I-105 freeway and the temporary 1st Avenue ramps.

I am sure you understand that a main purpose of the Interstate Freeway System is to allow travel between urban areas to be safe and time-saving. To realize these goals, it is necessary to limit the number of access points and to ensure that they are far enough apart to operate safely. Further, the access ramps themselves must be of proper design to provide a safe exit for motorists when they leave the Interstate System and enter the city street system at their destination.

The I-105 Freeway was designated as a spur of the Interstate System to connect I-5 with the business, cultural, and governmental center of Eugene. Although the freeway does not eliminate or restrict any access to the neighborhood near 1st Avenue that was there before the freeway was built, it does provide additional access across the Willamette River not previously available.

We have two related but separate problems concerning any consideration to leave open the temporary I-105 ramps connect to 1st Avenue. First, the 1st Avenue ramps do not have Federal Highway Administration approval as permanent access points. Instead, the plans that the FHWA approved after public hearings call for connections to ORE126 at about the same locations now occupied by the ramps.

Second, without compromising safety standards, spatial requirements will not permit the temporary 1st Avenue ramps to remain open, whether or not ORE126 is built.

Therefore, if the temporary ramps are to remain open, permission would have to be obtained from the Federal Highway Administrator in Washington for a change in access. In view of the serious questions concerning safety, it seems unlikely that approval of a change of access could be obtained.

Unfortunately, it is not simply a matter of erecting signs to slow traffic, as the speed a road is driven is primarily a function of the design and character of the road. Because of the configuration of I-105, it is not possible to materially reduce speeds by signing or enforcement without increasing the accident potential markedly. I am enclosing a copy of a booklet entitled "Some Frank Talk" published by the City of Eugene which discusses the effects of speed limits (beginning on page 8) that I think you will find interesting.

As the design of the temporary ramps precludes their being left open, we are currently examining the entire situation in depth to see if some new design can be developed that would permit the freeway and new ramps to operate safely and satisfactorily. This work will be completed in a few weeks. Because of your interest, the results will be made available to you as well as to the City of Eugene.

If you wish any further information, please let me know.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Enc.
cc Senator Edward N. Fadeley

bc George M. Baldwin
A. E. Johnson
R. L. Schroeder
R. E. Royer
R. B. Sipprell J. H. Versteeg
WLC:ap ms

HOME ADDRESS
EDWARD N. FADELEY
601 EAST PARK STREET
EUGENE, OREGON 97401

LANE COUNTY

COMMITTEES
CHAIRMAN:
LOCAL GOVERNMENT
MEMBER:
WAYS AND MEANS
CRIMINAL LAW AND PROCEDURE

CREDENTIALS

OREGON STATE SENATE
SALEM, OREGON
97310

RECEIVED
STATE HWY ENGR
JAN 26 73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 25, 1973

Mr. Fred Klaboe
State Highway Engineer
Highway Building, Room 140
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed is a letter which seems to me to contain a very legitimate complaint regarding the extension of I-105 in Eugene. Could you respond to this, please?

I would like to have a copy of the plan, particularly to know what is being done at this exit. Thank you.

Sincerely,

Ed Fadeley

Edward N. Fadeley
Senator

ENF/js

cc: Karon Johnson

Orig Karon Johnson letter returned to Fadeley
Lee

NOTED
R. L. SCHROEDER

RECEIVED
JAN 29 1973
Office of
Assistant State Highway Engineer

Ms. Karon Johnson
367 N. Polk
Eugene, OR 97402

Dear Senator Fadeley:

I want to call your attention to a local situation that is the result of poor city, state and federal planning. The city council has, unfortunately, signed a contract to close a freeway exit, and while I doubt that they will be able to break the contract, the results will be so horrendous if they can't, that I think it is surely worth a try.

Briefly, they are building an extension of I-105, to continue down to 6th Avenue in Eugene. Please refer to the attached diagram. Our problem is that, when this extension down to Sixth is complete, they are going to close the 1st Avenue exit. First Avenue is the only convenient way to get onto River Road, where literally thousands of people live. If they close this exit, people like myself will have to drive 5 blocks out of our way, down to Sixth, around Sixth to Blair, 5 blocks back, and cross the railroad tracks on Van Buren. Now, Sixth Avenue is already bumper-to-bumper traffic during rush hour; the railroad tracks are very heavily used, with at least four trains a day, and one of them always around 5 PM. If the thousands of people who normally go down First Avenue have to go around on Sixth, it will be unbearable.

The only other choice for people coming from that side of the river is to take the Ferry Street Bridge, and drive through Skinner's Butte Park. So there goes the park.

The reasons they object to keeping the exit open are mainly safety: "weave" would be created with the merging traffic from Valley River competing with the traffic trying to get off onto First. I say, slow that traffic down to 30 mph; put a yield or stoplight on the Valley River entrance, anything to keep that exit open. I can't believe that they could not find a way if they really wanted to.

It is hard not to be just furious about this. The Highway Department apparently never allowed for other contingencies if the Rooseveldt freeway could not be built; they say they must not inconvenience the people on the freeway by making them yield or slow down. So, to save these people two or three minutes going downtown, they want to cost me 15 minutes of my time everytime I try to get across that bridge. I am so unreasonable as to think that my time is as valuable as others, and I am outraged at the stupid planning and inconsideration shown for the people who have the misfortune to live in the River Road area.

There is also a strong suspicion here that all this is to create an artificial need for the proposed Roosevelt freeway. I hope they can't seriously think we would buy such an arrangement, with a perfectly good street going unused.

It is also clear to me why people move out of such neighborhoods, and why they leave the inner city. We are certainly not going to live in a neighborhood which has such poor access, and we're not going to live next to a freeway, either.

I hope you can put some pressure on the State Highway people to make the existing exits into safe on and off ramps, and keep them open. This will probably take a lot of trouble, and some money, but compared to the alternatives, I think it is the reasonable thing to do.

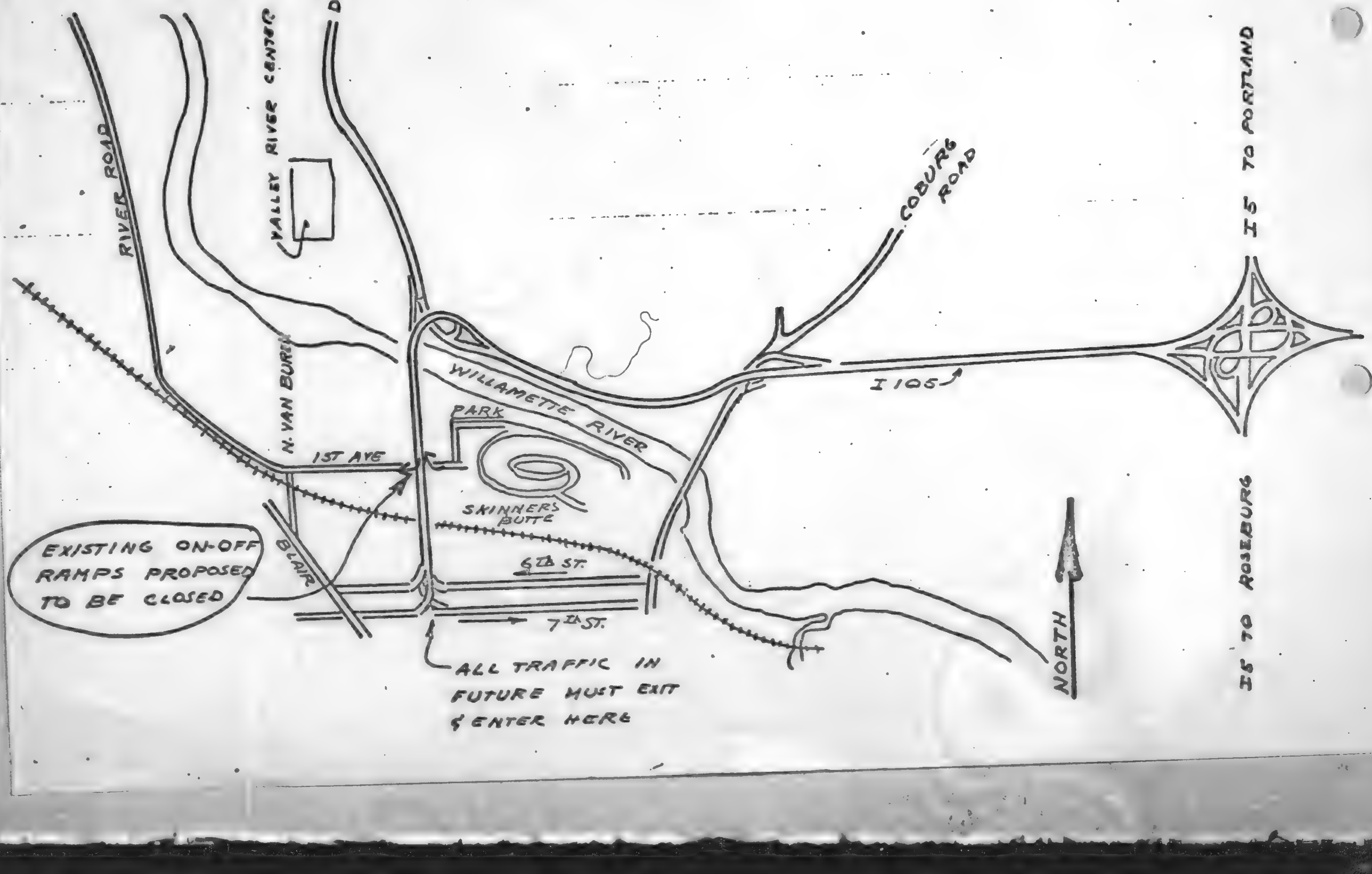
Sincerely,

Karon Johnson

Karon Johnson

RECEIVED
JAN 2[illegible]
[illegible]
Assistant State [illegible]

EUGENE'S FREEWAYS


RIVER ROAD
VALLEY RIVER CENTER
DELTA HIGHWAY
COBURG ROAD
I5 TO PORTLAND
I 105
WILLAMETTE RIVER
PARK
N. VAN BUREN
1ST AVE
SKINNERS BUTTE
BLAIR
6TH ST.
7TH ST.
EXISTING ON-OFF RAMPS PROPOSED TO BE CLOSED
ALL TRAFFIC IN FUTURE MUST EXIT & ENTER HERE
NORTH
I5 TO ROSEBURG

5

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7637

Salem, Oregon

DATE April 17, 1973

TO Memo to the File

FROM R. W. Ellison
Bridge Administration Engineer

R.W. ELLISON

7637

SUBJECT Seventh Ave.-Willamette R. (Eugene) Section
Eugene-Springfield Highway
Hinge Assemblies Welding Claim
Consultant's Opinion

I called the American Bridge Division S. San Francisco office yesterday regarding a breakdown of estimates previously received relative to the hinge assembly weld quality claim on the subject project. (See my memo to the file dated April 6, 1973.)

My previous contact, Mr. McGregor, was not in and I received the following from Mr. Boyd.

Per original specifications:

Labor	$110,593
Material	79,337
Freight	3,518
Engr.	2,069
Total	$195,517 (rounded to $196,000 in previous memo)

Per "radiographic quality" specs:

The only change is labor which is raised to $140,147 to make a total of $225,000.

The shop labor rate is $14 per hour.

NOTED
E. S. HUNTER

RWE:dh

cc E. S. Hunter
J. H. Versteeg
C. T. Keasey
J. C. Jenkins
Ed Rief
Gary Teeter
H. A. Schell
Ellis Jones

RECEIVED
APR 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E S Hunter

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7637

Salem, Oregon

DATE April 6, 1973

TO Memorandum to the File

FROM R. W. Ellison
Bridge Administration Engineer

#7637

SUBJECT Seventh Ave.-Willamette River (Eugene) Section
Eugene-Springfield Hwy.
Hinge Assemblies Welding Claim
Consultant's Opinion

Today Mr. Bill McGregor of American Bridge Division, U. S. Steel South San Francisco Office, called me in response to our previous request to Mr. Hallyburton for expert opinion relative to the contractor's hinge assembly claim (weld quality) on the subject project. He gave the following report.

Cost of fabrication for the assemblies under our original specifications with visual inspection is estimated at $196,000. Cost of fabrication using x-ray quality groove welds (present specifications) is estimated at $225,000. The difference is in the shop labor. Changing quality of weld raises shop labor by approximately 20%. There is also the extra cost of doing the x-ray work and approximately $1000 additional for welders' qualification tests.

The change in type of groove weld is not significant.

The configuration of the assembly is such that they cannot be checked by radiographic inspection, and the logical alternate is ultrasonic. Ultrasonic inspection will pick up defects in the base material which will not show with visual or radiographic inspection. Ultrasonic inspection may cost more than radiographic inspection. It takes less time to perform, however, it may show more defects than radiographic.

Ultrasonic works well only on full penetration welds. Welds without full penetration may reflect the interface between weld and base material which makesproper interpretation as to quality of weld very difficult, and may cause inspection problems which would not arise with radiographic inspection.

NOTED
E. S. HUNTER

RECEIVED
APR 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Further information regarding these estimates may be obtained from Mr. McGregor in South San Francisco, Ph. (415) 761-0400.

RWE/ag

cc E. S. Hunter
J. H. Versteeg
C. T. Keasey
J. Jenkins
E. Rief
G. Teeter
H. A. Schell
E. Jones

5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

7637

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

#7637

DATE: March 30, 1973

In reply refer to: 10-35-FA

SUBJECT: Oregon Project I-105-4(115)196
7th Avenue-Willamette River (Eugene) Section
Weld Quality - Contractor's Claim

FROM : Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

As requested in Mr. Ellison's February 27 letter it will be satisfactory to use a Field Purchase Order to obtain the services of the three or four welding experts listed in that letter, to identify and analyze any cost differential that may exist between the fabrication costs of the two types of weld described.

NOTED
E. S. HUNTER

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
APR 2 '73
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

4-2-73
Copy to Bridge
TAA

RECEIVED
APR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E S Hunter

FORM

7637 7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 29, 1973

TO Mr. Ellis Jones
Resident Bridge Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Seventh Ave.-Willamette River (Eugene) Section
Eugene-Springfield Hwy.
Column Hinge Assemblies-Labor Breakdown

NOTED
E. S. HUNTER

We have reviewed the labor breakdown from the contractor on the subject project relative to the hinge assembly claim. This was forwarded in your letter of March 21, 1973. Some of the items are vague and impossible for us to analyze with the information presented. A resume of our review follows.

1. Amil Killin, Quality Control Engineer

   The State did change the quality of groove welds required on this project, which probably did necessitate the hiring of a Quality Control Engineer by PWIW. However, it would have been necessary for them to have a qualified person in charge of fabrication of the hinge assemblies even if the specified quality of welds was used. If Amil Killin took the place of that man, it appears some credit for him should have been applied against Amil Killin's time. It is understood that Amil Killin was hired at a monthly salary, and it is assumed that the hours indicated for him reflect this situation.

2. Assistant Quality Control Engineer - Second Shift

   State records indicated that Mr. George Tonnissen was in charge of the second shift and was the lead man for that shift not an extra man for quality control jobs. Our records further indicate that he started March 25, 1972, and completed only 51 shifts. It appears this individual was a production man not a Quality Control Engineer. On that basis the State cannot accept responsibility for this item.

RECEIVED
MAR 30 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3. Assistant Quality Control Engineer - Third Shift

State records show that only two men were employed on the third shift, Mr. Clarence Stewart and a helper. Mr. Stewart was a welder and the helper was a grinder. The welder was a production man not a Quality Control Engineer, and on that basis this item cannot be allowed.

4. PWIW Shop Order No. 38

The use of 110 ksi electrode was specified for this project, and the contractor and fabricator bid accordingly. An experienced fabricator, such as PWIW, should be aware of the problems involved using this electrode and A-514 steel, and the repair of edge discontinuities that might be required. Since this rod was part of the original specifications, the State cannot entertain a claim for additional payment because of its use.

5. PWIW Shop Order No. 42

Mr. Ed Rief, the State Inspector, checked with Mr. Killin relative to the use of dye penetrant prior to progressing with same. Mr. Killin indicated that such an inspection would be a good idea and gave permission for its use. Because of this dual responsibility, the State and the Contractor should split the cost of clean-up work. State records show this work only required 32 hours.

6. PWIW Shop Order No. 51

State records indicate that only 6 plates were rejected ultrasonically by the State for injurious defects under ASTM A-6, and that the other plates were rejected by Mr. Killin because the material, in his opinion, was not suitable for use. The State's rejection was made under specifications included in the original contract, and the claim for extra compensation is not allowable.

7. Labor to Convert from Originally Specified 110 ksi to 80 ksi Electrode

My letter of April 10, 1972 approves the change to 80 ksi electrode at no additional cost to the State and indicates that it may be used with the same welding procedures developed for the 110 ksi electrode. The change from the specified 110 ksi to the 80 ksi electrode made the actual work easier than that originally specified. Because of the above written stipulation, claim for additional compensation for this item must be denied.

8. Labor to Assist OSHD in Ultrasonic Inspection

State records show this inspection was requested by PWIW in order that defects in plates might be found prior to welding. The State agreed to make the inspection and worked on the weekend to accomplish same. State records indicate that the inspection required four hours' time, and that PWIW had two men working. Since the State was doing this work at PWIW's request, the claim cannot be allowed.

9. Jigs, Fixtures, and Other Tooling Labor

It is not exactly clear what this item covers. Evidently, acceleration of the job was originally anticipated by PWIW, since the item contains 85 estimated man-hours for acceleration. Acceleration is normally an unanticipated item and providing for it in the original estimate seems unusual. This item appears to be similar to Item 11.

10. Procedure Qualification Tests and Welder Qualification Tests

Additional information should be requested as to the identity of the inappropriate tests that PWIW refers to,and the number of tests involved before this item can be evaluated.

11. Maintenance Costs

This item is somewhat obscure as is Item 9. Additional definition and clarification are requested.

12. Production Welding of Groove Welds

This is a major portion of the labor and is attributed to the change in the quality of welds. It is a major portion of this claim,yet the only information provided is an estimate of the man-hours involved. Additional information as to how the number of hours were arrived at is requested in order that this item may be analyzed.

13. Delays to Production and Acceleration of Production

This is a major portion of the claim, yet the information furnished is vague as to how the hours involved were estimated. Additional information is needed as to the authority or methods used in making the estimate. Is this a blue-sky estimate or is it based on some normally accepted accounting or estimating procedure.

RECEIVED

I have asked Mr. Ed Rief to contact Mr. Terry Aarnio of PWIW in an attempt to resolve some of the discrepancies and questions in Items 1 through 8. However, it appears that the contractor should furnish more information and clarification for Items 9 through 13. Please request this information from the contractor.

RWE/ag

cc E. S. Hunter
~~J. Versteeg~~
C. T. Keasey
J. Jenkins
E. Rief
G. Teeter
H. A. Schell

5

RECEIVED
MAR 29 1973
Office of
Assistant State Highway Engineer

NOTED
U. S. [illegible]

7637

3/28/73
7th Ave - Willamette
Contract 7637

Mr. Walt Hart
Bridge Engineer

Herewith an attempt to relate "Radiographic Quality Welds," "Other Welds," and "UltraSonic Inspection after February 23, 1972."

Figures 1 & 2 show the type of defects rejected by 307 (b) 1 for tension and compression butt welds in flanges when plotted on a drawing similar to Fig. 10 of Dexter A. Olsson's paper, title page attached. Everything to the right of .0625 and more significant than Lack of Fusion and Cracking is rejected for tension welds. Porosity, Degree B, and Slag, Degree A, are not defined in terms of the maximum size of particle. However, the reject summation level per square inch for the compression weld seems to be about 3/8". Therefore, Figure 2 shows a reject area right of 3/8" and above Lack of Fusion and Cracking.

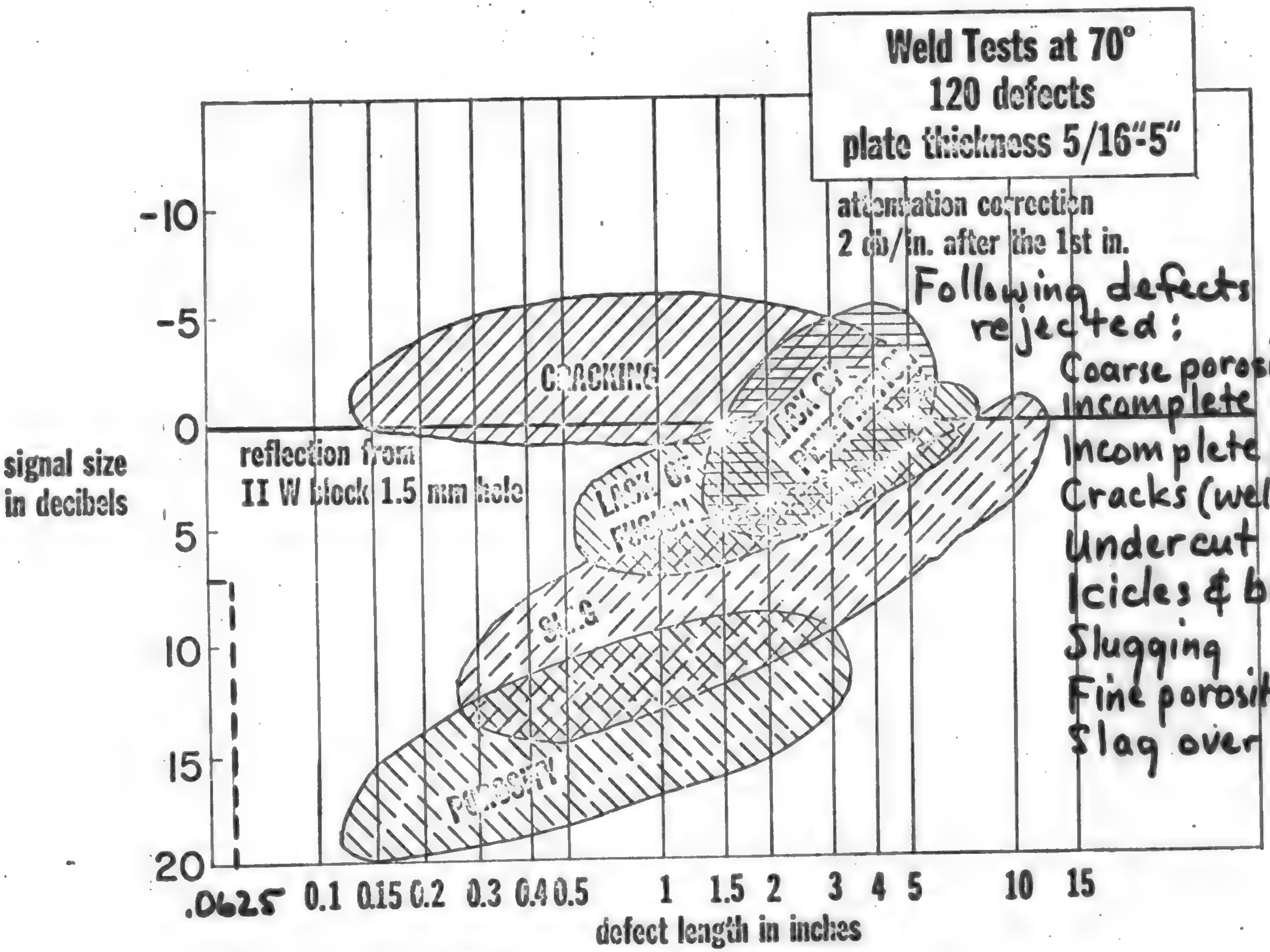
Fig. 3 shows the maximum size of defect to be 1/2" with maximum summation of under 1/16" defects to be 3/8". All incomplete fusion and cracks are rejected for 307(b)2 as for 307(b)1.

Fig. 4 shows all defects with signal greater than +8 db to be rejected regardless of length. In the range +9 db through +14 db defects are rejected if they are over 1/2" in length (for a 1 1/2" weld). There is no attempt to identify defects as cracks, slag, porosity, etc. This was automatically taken care of when the specification limits were set. There is less reject area on Fig. 4 than on any of the other figures. This would indicate that Ultrasonic Inspection is more lenient than any type of radiographic inspection, when viewed as indicated.

JE Jenkins

cc: H. S. Coulter
Ellis Jones
J. H. Versteeg
E. J. Rief

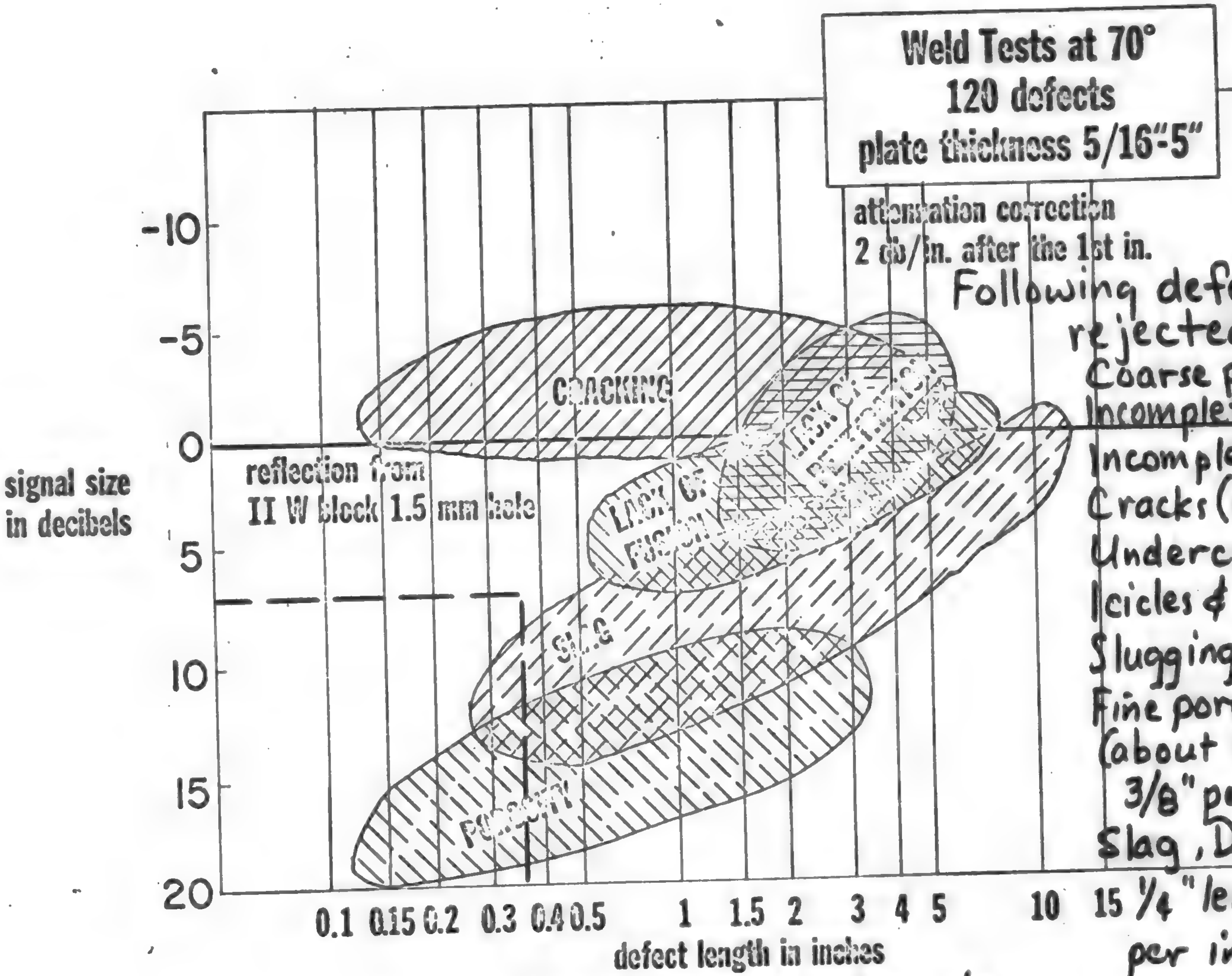
Fig. 1



Following defects rejected:

Coarse porosity
Incomplete fusion
Incomplete penetration
Cracks (weld & base metal)
Undercut
Icicles & burn through
Slugging
Fine porosity over 1/16" Dia.
Slag over 1/16"

Radiographic Inspection
per OSHD 307(b)1, tension



Following defects rejected:

Coarse porosity

Incomplete fusion

Incomplete penetration

Cracks (weld & base metal)

Undercut

Icicles & burn through

Slugging

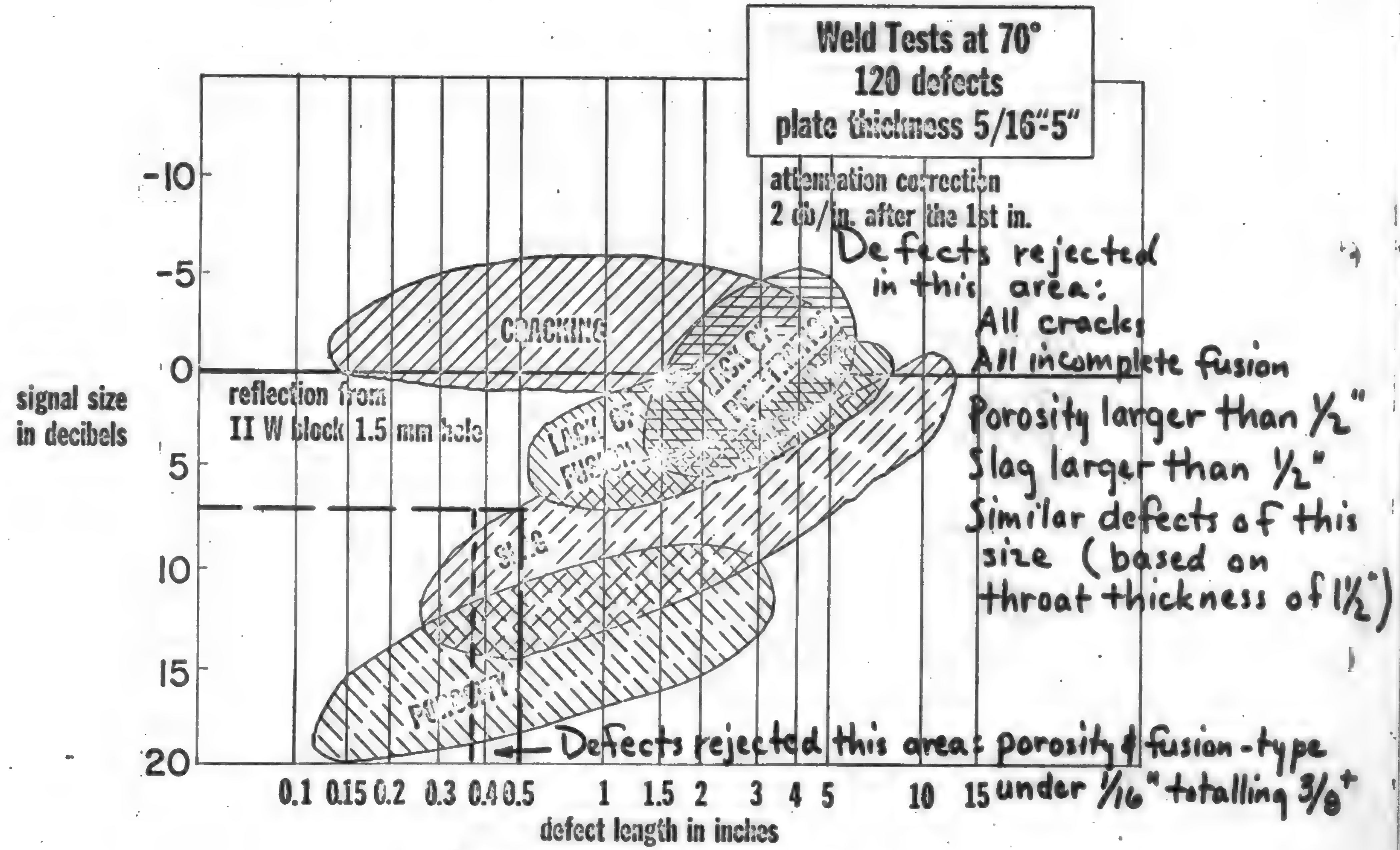
Fine porosity, Degree B+ (about 1/16" dia., total 3/8" per inch²)

Slag, Degree A+ (about 1/4" length, total 3/8" per inch²)

Radiographic Inspection
per OSHD 307 (b) 1, Compression

Fig. 2

Fig. 3



Defects rejected
in this area:
All cracks
All incomplete fusion
Porosity larger than 1/2"
Slag larger than 1/2"
Similar defects of this
size (based on
throat thickness of 1½")

← Defects rejected this area: porosity & fusion-type under 1/16" totalling 3/8"+

Radiographic Inspection
per OSHD 307(b)2

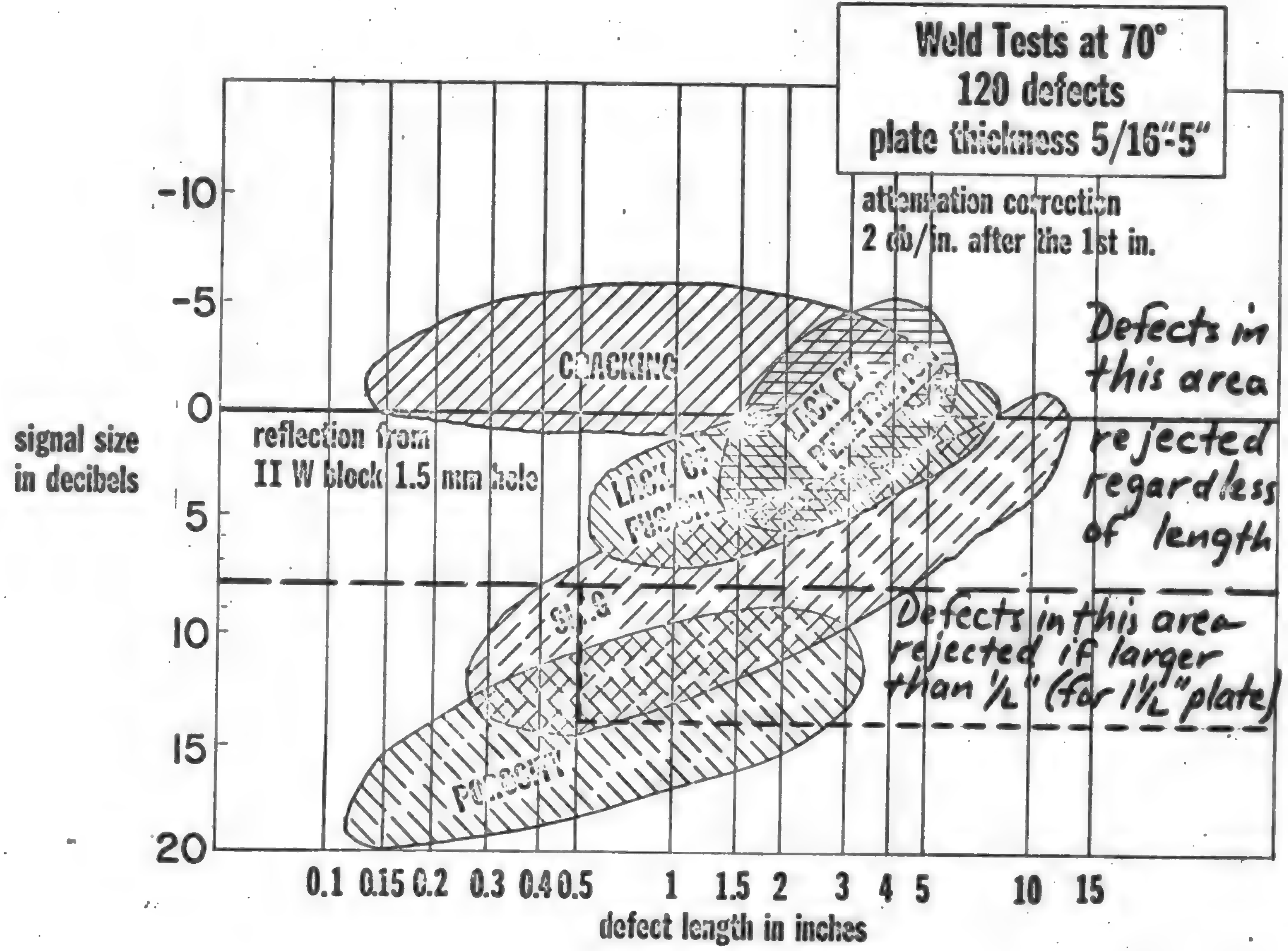


Fig. 4

Utrasonic Inspection
per OSHD Appendix C

Jenkins

ULTRASONIC TESTING OF STRUCTURAL WELDS

Dexter A. Olsson
Assistant Metallurgical Engineer
Staff of Vice President-Operations

Bethlehem Steel Corporation
Bethlehem, Pennsylvania

To be presented at:

First Annual Symposium on
The Nondestructive Testing of Welds
Illinois Institute of
Technology Research Institute

February 3, 1966

1859

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

March 23, 1973

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308 Attention H. A. Schell

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

SUBJECT Seventh Ave.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Contract 7637
Hinge Assembly

Attached for your information regarding the subject project is a report dated February 9, 1973 from Welding Technology, Inc., one of the consultants we engaged to help evaluate the hinge assembly claim.

Also attached is a letter dated March 19, 1973 from Donald M. Drake Company transmitting Portland Wire and Iron's labor breakdown, a cost estimate from Bingham-Willamette Company as support for Portland Wire and Iron's claim, and a letter from Mr. Allen D. Harder of Ameron Pipe Products relative to the change in weld requirements. Finally, enclosed is a letter from Fought and Company. This letter tends to verify the cost differential experienced by Portland Wire and Iron relative to the hinge assembly.

These items are sent to you in order that you may be kept abreast with the current happenings regarding this claim.

RWE/ag
Attachs.
cc E. S. Hunter
Ellis Jones
J. Jenkins

RECEIVED
MAR 26 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

5

7637

March 8, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-105-4(115)196

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7637, Extra Work Order No. 2 Supplemental

Project 7th Avenue-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

The supplemental Order covers additional flagging costs due to continuous heavy traffic loads which resulted in a greater need than originally anticipated.

Attached is a copy of a letter from the Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 6, 1973. The original Order was approved effective August 30, 1971.

Your approval of this Order retroactive to August 30, 1971 is requested.

JK:bb

Attach.

7637

March 6, 1973

AIRMAIL

The Honorable John Dellenback
Member of Congress
1214 Longworth House Office Building
Washington, D. C. 20515

7637

Dear John:

Reference is made to your recent inquiry concerning the proposed closure of the 1st Avenue ramps connecting I-105 in Eugene.

The 1st Avenue ramps were constructed as temporary ramps at the south end of the I-105 bridge across the Willamette River to utilize that bridge during the time that the extension south to 6th Avenue was being constructed. These ramps were not designed for permanent use and cannot be allowed to remain when the permanent facility is opened.

I use the word "cannot" for several reasons. If the temporary ramps were allowed to remain, a very hazardous safety condition would result. This is due, as Ms. Johnson states, to the short weave for both entering and exiting vehicles using the 1st Avenue ramps. In addition, there is a complete lack of merging distance for the northbound on-movement.

I-105 is an Interstate freeway and as such must meet Federal standards for design. The 1st Avenue ramps do not meet those standards. Even if we desired to leave these ramps in (and we don't), we could not get Federal approval to do so.

Nevertheless, we are studying the situation to see if something can be done to allow access to 1st Avenue and still meet design standards. This study will be completed in a couple of weeks and I'll let you know the results then.

Sincerely,

George M. Baldwin
Administrator of Highways

cc
F. R. Klaboe
A. E. Johnson
R. L. Schroeder
R. E. Royer

FBK:ms bw

JOHN DELLENBACK
FOURTH DISTRICT
OREGON

ROOM 1214
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-6416

183 E. 12TH AVENUE
CASCADE BUILDING
EUGENE, OREGON 97401
(503) 342-5141 EXT. 475

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
EDUCATION AND LABOR
SPECIAL SUBCOMMITTEE ON EDUCATION
SPECIAL SUBCOMMITTEE ON LABOR

INTERIOR AND INSULAR AFFAIRS
SUBCOMMITTEE ON PUBLIC LANDS
SUBCOMMITTEE ON IRRIGATION AND RECLAMATION
SUBCOMMITTEE ON ENVIRONMENT

February 16, 1973

Klaboe
draft

Mr. Roderick L. Porter
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

I have been contacted by a constituent regarding the extension of I-105 to 6th Avenue and the concurrent closing of the present 1st Avenue exit.

I enclose a copy of a letter from Ms. Karon Johnson which fully outlines her frustrations and I am sure others who live or must travel into the River Road area. I would appreciate it if you would comment on the points made by Ms. Johnson.

I thank you in advance for providing this information.

Sincerely yours,

John Dellenback

JOHN DELLENBACK
Member of Congress

RECEIVED
STATE HWY ENGR
FEB 26 '73
REFER TO

FOR
Info | Inves | PID | [illegible] | [illegible] | [illegible] | [illegible]

RECEIVED
FEB 26 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

JD:hpg
Enclosure

Ms. Karon Johnson
367 N. Polk
Eugene, OR 97402

RECEIVED
JAN 26 1973

Dear Rep. Dellenback:

I want to call your attention to a local situation that is the result of poor city, state and local planning. I don't know if anything can be done about it now, since the Eugene City Council has signed a contract with the Federal government, but I think that the results will be so bad if this project is allowed to proceed, that it is worth the effort to break the relevant portion of the contract.

In short, they are building an extension of I-105, to continue down to 6th Avenue in Eugene. Please refer to the attached diagram. Our problem is that, when this extension down to Sixth is complete, they are going to close the 1st Avenue exit. First Avenue is the only convenient way to get onto River Road, where literally thousands of people live. If they close this exit, people like myself will have to drive 5 blocks out of our way, down to Sixth, around Sixth to Blair, 5 blocks back, and cross the railroad tracks on Van Buren. Now, Sixth Avenue is already bumper-to-bumper traffic during rush hour; the railroad tracks are very heavily used, with at least four trains a day, and one of them always around 5 PM. If the thousands of people who normally go down First Avenue have to go around on Sixth, it will be unbearable.

The only other choice for people coming from that side of the river is to take the Ferry Street Bridge, and drive through Skinner's Butte park. So there goes the park, with bumper-to-bumper traffic through it.

The reason they say they have to close this exit is because of the "weave" that would be created with the merging traffic from Valley River coming onto I-105, and the traffic trying to get off onto First. I say, slow that traffic down; put a yield on the Valley River entrance, make the speed limit 30 mph, anything to keep that exit open.

I am trying to be as cool as I can about this, but I am furious, and so are the many other people who live off River Road. The Highway Dept. engineers say they must not inconvenience the people on the freeway by making them yield or slow down. So to save these people two or three minutes going downtown, they want to cost me 15 minutes of my time everytime I try to get across that bridge. I am so unreasonable as to think that my time is as valuable as others, and I am outraged at the stupid planning and inconsideration shown for the people who have the misfortune to live in my neighborhood.

It is clear to me why people move out of neighborhoods, and why they leave the inner city. We're certainly not going to live in a neighborhood that has such poor access to it.

There is also here a strong suspicion that all this is to force us to approve the Rooseveldt freeway they want to build through this neighborhood, when First Avenue is a perfectly good road to use instead. I hope they don't think we're so stupid as to approve such a thing.

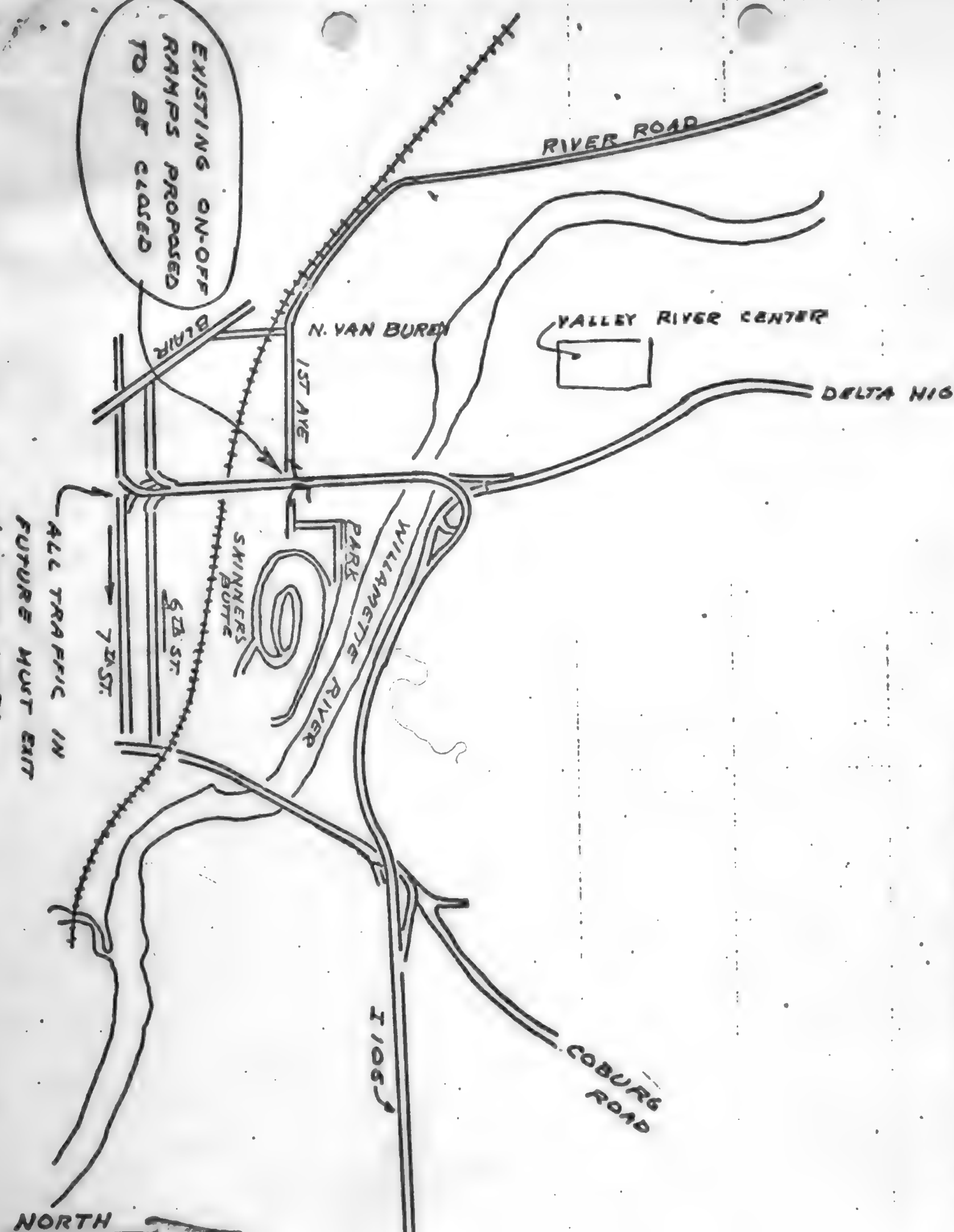
I hope you can do something to correct this situation. Many people feel impotent dealing with Washington, that things have grown so big that little problems can't be bothered with--that the Federal bureaucracy is immovable, even when they are wrong. I hope that proves to be untrue.

Sincerely,

Karon Johnson

Karon V. Johnson

EUGENE'S FREEWAYS


EXISTING ON-OFF RAMPS PROPOSED TO BE CLOSED
RIVER ROAD
BLAIR
N. VAN BUREN
VALLEY RIVER CENTER
1ST AVE
DELTA HIGHWAY
PARK
SKINNERS BUTTE
WILLAMETTE RIVER
6TH ST.
7TH ST.
ALL TRAFFIC IN FUTURE MUST EXIT & ENTER HERE
COBURG ROAD
I 105
NORTH
I5 TO ROSEBURG
I5 TO PORTLAND

S

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAR 5 1973

IN REPLY REFER TO:
HNG-10

RECEIVED
STATE HWY ENGR
MAR 12 '73
REFER TO
FOR
Info | [illegible] | R/D | D/R | Sign | Act | File

NOTED
F. B. KLABOE

RECEIVED
1973

#7637

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in further reply to your January 30 communication to the Congressional Liaison, which we acknowledged February 7. You enclosed a copy of a letter from Ms. Karen Johnson of Eugene, Oregon, concerning the proposed closing of the First Avenue exit on Interstate Route 105 in Eugene.

The First Avenue ramps were constructed to permit temporary access to the local street system from the then completed segment of Interstate Route 105 across the Willamette River. According to long-range State planning for the development of I-105, these temporary ramps were to remain in place only until the remaining segment of the Interstate route was constructed to its approved connection at Sixth and Seventh Avenues.

This section of the freeway is already highly complicated by connecting ramps to the proposed Florence-Eugene and Skinner Butte freeways. As a result, retention of the temporary ramps in the ultimate area plan would be extremely difficult.

Under the controlling legislation, the individual State highway departments retain the initial and primary responsibility regarding all phases of Federal-aid highway development including the development of detailed plans for freeways and their interchanges. The plans for I-105 were developed by the State in cooperation with local planning officials cognizant of sector needs within the metropolitan area.

If Ms. Johnson feels that there are existing factors not previously considered by the State which might further support retention of the temporary ramps, she should bring these matters to the attention of State highway officials at the Oregon State Department of Transportation, State Highway Building, Room 129, Salem, Oregon 97310. We, in turn, have furnished copies of Ms. Johnson's correspondence to our field representative in Salem for his information in reviewing any further presentation by the State in this regard.

Senator Bob Packwood and Representative John Dellenback have corresponded with us earlier on this matter of closing the First Avenue ramps. They received substantially the same information.

If we may be of any further service, please let us know.

Sincerely yours,

/s/ H. A. Lindberg
H. A. Lindberg
Acting Associate Administrator
Engineering and Traffic Operations

5

7637

FORM [illegible] (REV. [illegible])

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7637

Roseburg, Oregon
March 2, 1973

SUBJECT: 7th Ave.-Willamette River Sec.
Eugene-Springfield Highway
Lane County

To: Ellis Jones
Resident Bridge Engr.

Please prepare a plan and cost estimate for replacing curbs and overlaying Washington and Jefferson Sts. between 1st Ave. and 7th Ave. on the above project.

The only responsibility the State would have in this proposal right now would be a portion of the curb replacement and most of the cost of repairing the street surfacing that has failed.

What I am suggesting is that the contractor owes something because of his activities damaging curbs and surfacing. We owe something because of damage to the roadway caused by highway traffic and extra, but legal, truck traffic related to construction, and the City owes something because none of these facilities were in particularly good condition to begin with. The FHWA should also be involved since a portion of the damage is job related.

Maybe we can work out a four-way joint effort to put these streets back into good condition.

What we need then, is a description of what we propose to do, what will be the cost, and what portion of this cost should be assigned to each of the four parties.

Since negotiations may be long and painful, we need to start work on this proposal immediately.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc C. T. Keasey
H. S. Coulter ✓

RECEIVED
MAR 5 1973
Office of
Assistant State Highway Engineer

3-6-73
cc County-City —

ES H

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7637

March 1, 1973

Mr. L. C. Bower
Chief Engineer
State Department of Highways
4201 East Arkansas Avenue
Denver, Colorado 80222

Attention Mr. Paul Chuvarsky

copy to TRH 16-1

#7637

Dear Mr. Bower:

High Mast Illumination Poles

We have recently completed the field erection of 23 Union Metal slip-fit high-mast poles equipped with the Holophane lowering devices on the I-105, Seventh Avenue-Willamette River (Eugene) Section. Plans and specifications for this project are attached.

The resident engineer for this project has not encountered any problems due to racking or settling down. The contractor prior to erecting these poles placed a cable through the inside, attached it to the top, blocked the bottom of the poles and pulled the sections together as much as possible, thereby removing any appreciable future slippage and racking.

The contractor and Holophane's representative also worked in close coordination to allow some take-up on the winch reel for any possible future slippage. The lowering devices on this project were required to be latched in-place at the top. This allowed slack to be taken up in the cables. We assume a method could be worked out also for lowering devices that are not latched at the top. We would advise that electrical contacts at the top of the pole be avoided, since they are a maintenance problem -- particularly a system that was not latched at the top.

RECEIVED
MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

On other installations that we have installed without lowering devices, there has been some initial racking and settling during erection. This has disappeared and poles have straightened after about two weeks.

In general, we feel they are a good answer to providing a high-mast pole. It should be noted that the above remarks concerning poles with lowering devices are related to round poles. We have not had any experience with polygonal poles with lowering devices.

If we can be of further assistance, please let us know.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

Walter J. Hart
Bridge Engineer

DOC/ag

cc E. S. Hunter
L. E. George

7637

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 1, 1973

Mr. Don Price
2009 183rd N. E.
Redmond, Washington 98052

Dear Mr. Price:

Seventh Ave.-Willamette River Section
Eugene-Springfield Highway
Contract 7637
Column Hinge Assemblies
Fabrication Cost Estimates

In addition to the request of my letter dated February 23, 1973, it is requested that you make additional estimates relative to fabrication of the column hinge assemblies for the Seventh Avenue-Willamette River Viaduct.

Prior to commencement of fabrication the TC-U8a welds connecting side plates to end plates were changed to C-U2 welds (indicated in red on attached drawing). In addition, the TC-U8a weld connecting the side and end plates to the base plate was changed to a 1/2-inch fillet weld on both sides of the end and side plates and the plates were "milled to bear" (also indicated in red).

It is requested that you make additional estimates of the cost of fabrication with the above changes using weld quality originally specified, cost of fabrication with the above changes using radiographic quality welds as defined by OSHD Welding Specifications, and the cost difference between the two.

If you have any questions concerning the requested estimates, please call me at (503) 378-6551.

Please make billing in accord with my previous letter.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

RWE/ag
Attachs.
cc E. S. Hunter
J. Jenkins
J. Versteeg
E. Jones
G. Teeter

5

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
MAR 2 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

March 1, 1973

Mr. Thomas Hallyburton
U. S. Steel Corporation
120 Montgomery St.
San Francisco, California 94106

Dear Mr. Hallyburton:

Seventh Ave.-Willamette River Section
Eugene-Springfield Hwy.
Contract 7637
Column Hinge Assemblies
Fabrication Cost Estimates

In addition to the request of my letter dated February 22, 1973, it is requested that you make additional estimates relative to fabrication of the column hinge assemblies for the Seventh Avenue-Willamette River Viaduct.

Prior to commencement of fabrication the TC-U8a welds connecting side plates to end plates were changed to C-U2 welds (indicated in red on attached drawing). In addition, the TC-U8a weld connecting the side and end plates to the base plate was changed to a 1/2-inch fillet weld on both sides of the end and side plates and the plates were "milled to bear" (also indicated in red).

It is requested that you make additional estimates of the cost of fabrication with the above changes using weld quality originally specified, cost of fabrication with the above changes using radiographic quality welds as defined by OSHD Welding Specifications, and the cost difference between the two.

If you have any questions concerning the requested estimates, please call me at (503) 378-6551.

Please make billing in accord with my previous letter.

Very truly yours,

George M. Baldwin
Administrator of Highways
By R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

RWE/ag
Attachs.
cc E. S. Hunter E. Jones
J. Jenkins G. Teeter
J. Versteeg

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7637

Salem, Oregon
March 1, 1973

SUBJECT: Contractor Claim
7th Avenue-Willamette River
(Eugene) Bridge
Contract #7637

To: MEMO TO THE FILE

NOTED
H.S. COULTER

A meeting was held in the Portland offices of Portland Wire and Iron on February 16, 1973, to discuss the alleged basis for the subject claim. Present for the prime contractor, Donald M. Drake Co., was John Cloutier; Portland Wire and Iron was represented by Bob Foster, Al Lomax and Terry Aarnio; Oregon State Highway was represented by Bob Ellison, Ellis Jones, Bill Bangert and John Jenkins.

Terry Aarnio started off with a chronological resume of the conduct of the work and a description of the events which he contended led to increased costs. It is PW&I belief that the specifications (A109(7)) require that only the welding procedure provide a quality of weld wherein there are no defects other than allowable porosity. Thereafter, in production welding, the specified quality (307b(2)) allows some slag and other inclusions. Aarnio feels that we held PW&I to production welding comparable to the quality specified for procedure qualification. In the application of radiographic inspection requirements (6071), Aarnio stated that he was informed verbally by Ed Rief about November 8, 1971 that the welds holding the vertical sides of the box together would be considered flange (butt) welds and the welds attaching sides to base plates would be considered web splices. Terry made the statement that in the welds attaching sides together the cost of one small repair was equal to the cost of making the entire weld.

Terry stated that Amil Killin was hired because of the change in weld quality. More emphasis was to be placed on quality control.

OSHD inspectors were said to have misled PW&I as to the procedure tests required and specifically the size of plate to be used. Getting this straightened out was just one of several time wasting problems for which OSHD was responsible. The biggest extra time item, however, was the extra time required to weld so as to meet the required quality of "no defects."

RECEIVED
MAR 2 1973
Office of
Assistant State Highway Engineer

Terry maintained the alleged "stop work" order issued on March 3 was critical. It has been the contention of OSHD that we did not tell PW&I to stop work, only that they had a problem when the side plates developed a bow. PW&I has taken the position that if one cannot perform "step 5", there is no sense in performing "steps 1 through 4." OSHD has held the view that there was other work which could have been done, not directly related to the side plate bow. PW&I has taken the position that the bow was directly related to the large groove welds connecting sides to ends of the box. These welds were designed by OSHD and bowing of the sides should have been anticipated. If OSHD then decided that the resultant bowing was excessive, the entire design would have to be changed. PW&I claims that, while OSHD was deciding whether the bow could be tolerated, they lost the work days Saturday through Wednesday. PW&I states it was at this time that they started working extra time. (Did all units bow as much?)

Terry also commented extensively on the laminar separation which developed in the edge of one side plate. The separation started out about 4 inches in length and grew with time. At the time it first showed up, the defective plate was in an assembly which was in the process of having the sides and ends welded together. It is my belief that OSHD agreed to permit PW&I to repair the separation and save the work completed to that time. PW&I continued to assemble the unit at the same time considering the repair of the separation. Ultimately the box was nearly completed and the separation had grown to 24 inches in length (there is some question about the final length) and was in excess of the 20% allowed for repair without the approval of the engineer. This approval was denied. Therefore, the unit "on which PW&I had depended to meet their commitment", was not available and more time was lost.

Aarnio claimed that the detailed inspection of plate surfaces and laminar discontinuities slowed the progress of the work. He also commented on the ultrasonic examination of plates after vibratory stress relief and the effect this inspection had on slowing the work. As I recall it, this inspection took about 15 minutes. OSHD did ultrasonically inspect the areas around pin holes, determined to be critical areas, to evaluate "injurious defects" to determine what should be rejected under ASTM A6, Section 13.3. These inspections took the time of both PW&I and OSHD, since the material had to be moved by PW&I.

Terry claimed that more defects were found in the edges of plate welded with E11018 electrode than welded with E8018 electrode. When questioned as to the arrival of material, Aarnio replied that all check plates arrived in the same shipment and hence any decrease in the amount of edge discontinuities must be due to the welding procedure specified by the state. It is my recollection that there was more than one heat involved and that the general quality of these heats was not the same, at least one being much cleaner material. PW&I was reminded that they furnished the material as being adequate for the job long before there was consideration of reducing electrode strength.

PW&I claimed they could have done the job without Millin if they had not had to meet the changed specifications requiring radiographic quality.

There was considerable discussion about the approach taken by PW&I to establish its claim and the difficulty of obtaining acceptance of a claim wherein an "after" cost is compared only with the bid price. If the bid is unrealistically low, which is not the responsibility of the state, this fact enters the computations as part of the extra cost chargeable to the change of specifications. In order to base a claim on "before" and "after" figures, some evidence must be presented to show that these figures are reasonable. OSHD is therefore contacting consultants (other fabricators) to obtain estimates of fabrication costs if the work were done "according to the specifications" as compared with fabrication costs for the same work if radiographic inspection were required. PW&I indicated they would consider this approach. Allan Harder, formerly of American Concrete Pipe and Construction, had been contacted by PW&I for this type of purpose. John Cloutier suggested contacting construction equipment manufacturers. It was also pointed out to PW&I that another approach, and one generally preferred, was to detail the various costs of the work, had it been built as anticipated, and the actual costs as constructed. From this information the parts of the costs attributable to the changed requirements of the state could be evaluated.

Cloutier made the point that "tolerance" contributes heavily to the cost of a project. The same work, if performed to close tolerances, would cost many times more than work done to broad tolerances. The "changed specifications" made this a close tolerance job.

It was claimed that PW&I was the only bidder for this work. Other fabricators were afraid of it.

The meeting adjourned about 1:15 PM with both sides intending to get more data on costs with and without radiographic inspection.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:ob

cc: W. J. Hart
J. H. Versteeg
E. H. Jones
H. S. Coulter

5

7637

7637

March 1, 1973

Mr. Donald P. Allen
Director of Public Works
City Hall
Eugene, Oregon 97401

Dear Mr. Allen:

Thank you for your letter of February 6 concerning the temporary First Avenue ramps to Interstate 105.

It is my understanding that the City Council has asked us to make a presentation at a public hearing in order that the Council can decide whether to ask the Highway Division and the Federal Highway Administration to re-negotiate the existing contract on I-105.

We will furnish any information we have available. It is anticipated that a report on an in-depth study of the alternatives will be ready in about three weeks. The City Council may find that this report contains sufficient information to help them come to a decision.

When the City Council holdsaa public hearing, we will be most happy to provide staff personnel to assist in answering any questions. Our Planning Engineer, Mr. Robert E. Royer, his staff, and people from our Design Section, as well as Environmental Section, will all be available if needed. Please feel free to contact Mr. Royer concerning our participation.

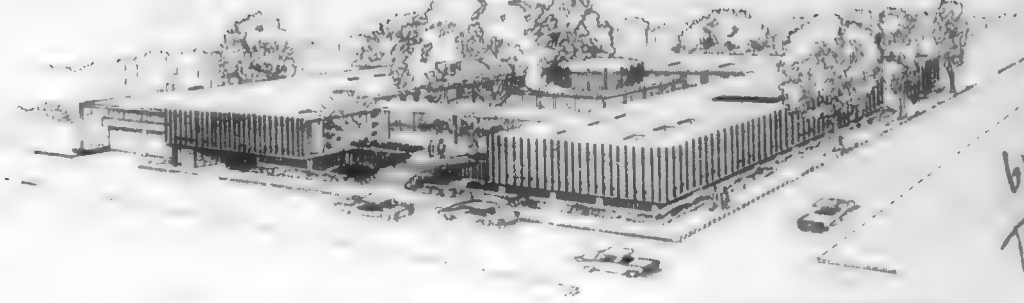
Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
R. E. Royer
D. R. Byard

Farank Hall
J. N. Versteeg

RLS:ajw dpy



by Thursday

DEPARTMENT OF PUBLIC WORKS — 777 PEARL STREET — EUGENE, OREGON
TEL - 503 - 342-5221 — CITY HALL — 97401

RECEIVED
STATE HWY ENGR
MAR 1 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

February 6, 1973

Mr. F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Re: 7th Street-Clark Street Section, Eugene-Springfield Highway (Interstate 105 Lane County)

Dear Mr. Klaboe:

Mr. McKinley has asked that I once again refer to you the public concern over the closing of the 1st Avenue ramps from I-105. We have recently had submitted to the City Council and the Mayor, a petition with over 3,000 signatures opposing the closing of these ramps. A copy of the text of said petition is enclosed for your information.

On September 24, 1971, you submitted information at our request concerning the status of these temporary ramps. We have given this information to both the City Council and the Planning Commission, however with the receipt of the petition, the City Council has now asked that a public hearing be held for the citizens and the State Highway officials to present their case. Mr. McKinley has requested of the City Council permission to delay the hearing until such time as our staff and the staff of the Oregon State Highway Dept. could confer and discuss any alternate to the closing of the ramps that might be available. We would appreciate it if you would arrange such a meeting.

Since members of your staff have made a presentation to those presenting the petition, I would appreciate any suggestions you have on how the proposed public hearing by the City Council should be handled.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA/lb

enc:

cc: City Manager

RECEIVED
FEB 8 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 7 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

TO THE CITY COUNCIL AND MAYOR OF EUGENE:

WE RESIDENTS OF EUGENE FEEL THAT A SERIOUS MISTAKE IS ABOUT TO BE MADE IN THE TRANSPORTATION PLANNING FOR OUR CITY. WE UNDERSTAND THAT PRESENT PLANS CALL FOR TH E CLOSING OF THE FIRST AVENUE RAMPS WHEN THE WASHINGTON-JEFFERSON FREEWAY IS EXTENDED TO SEVENTH AVENUE.

WE ARE OPPOSED TO THE CLOSING OF THE FIRST AVENUE RAMPS FOR THE FOLLOWING REASONS:

1. TRAFFIC WHICH NOW USES FIRST AVENUE WILL BE FORCED TO GO DOWN SIXTH, SEVENTH AND BLAIR, CLOGGING ALREADY CROWDED STREETS. AN ALTERNATE ROUTE WOULD BE THROUGH SKINNER'S BUTTE PARK AND OVER THE COBURG ROAD BRIDGE. RESULTING CONGESTION WILL AFFECT MOTORISTS THROUGHOUT THE CITY.

2. TRAFFIC TO THE RIVER ROAD DISTRICT AND WHITEAKER NEIGHBORHOOD WILL BE UNNECESSARILY ROUTED ACROSS THE SOUTHERN PACIFIC RAILROAD TRACKS, CAUSING DELAYS AND TRAFFIC HAZARDS.

3. IRONICALLY, THE CONSTRUCTION OF AN EXPENSIVE FREEWAY IN TH E WEST EUGEN E AREA WILL ONLY MAKE ACCESS TO OUR HOMES, SHOPPING CENTERS AND PLACES OF EMPLOYMENT MORE DIFFICULT.

4. BY CUTTING OFF EXISTING TRAFFIC FLOW, THE CLOSING OF THE FIRST AVENUE RAMPS CREATES AN AFTIFICIAL NEED FOR BOTH THE ROOSEVELT FREEWAY AND THE SKINNER'S BUTTE FREEWAY.

5. IF THE RAMPS ARE CLOSED, ACCESS TO SKINNER'S BUTTE PARK WILL BE MORE DIFFICULT FOR PEOPLE LIVING NORTH OF THE RIVER.

AFTER INTENSIVE DISCUSSIONS WITH PLANNERS FROM THE STATE HIGHWAY DEPARTMENT, WE BELIEVE IT WOULD BE POSSIBLE TO KEEP THE FIRST AVENUE RAMPS OPEN:

1. DESPITE STATEMENTS BY THE HIGHWAY DEPARTMENT, WE BELIEVE THAT "WEAVE" IS NOT AN INSURMOUNTABLEPROBLEM. THE MAIN PROBLEM IN KEEPING THE RAMPS OPEN SEEMS TO BE THE PROPOSED ROOSEVELT FREEWAY.

2. IF NECESSARY, THE RAMPS COULD BE IMPROVED TO PROVIDE A SAPER MERGING SITUATION.

3. A LOWER SPEED LIMIT ON THE FREEWAY COULD BE PROVIDED FOR SAFER MERGING.

WE APPEAL TO THE COUNCIL TO GIVE THE SAME CONSIDERATION IN FUTURE DEVELOPMENTS FOR THE WEST SIDE OF EUGENE AS IS GIVEN TO OTHER PARTS OF THE CITY, NAMELY CITY AND PLANNING CODES AND OREGON STATE STATUTES SUCH AS ORS 227-220-440 AND 92-044 WHICH STATES THAT IT IS THE CITY'S RESPONSIBILITY TO LOOK FOR THE PUBLIC INTEREST, HEALTH, COMFORT, CONVENIENCE, PRESERVATION OF PUBLIC PEACE, SAFETY, MORALE, ORDER AND PUBLIC WELFARE, RECREATION AND EDUCATION AND OTHER NEEDS.

CONSIDERING THE ABOVE CRITERIA, WE CITIZENS OF EUGENE PETITION THAT THE FIRST AVENUE RAMPS REMAIN OPEN.

7637

7637

February 27, 1973

The Honorable Edward N. Fadeley
State Senator
Room 408C, State Capitol
Salem, OR 97310

Dear Senator Fadeley:

Attached is a copy of my letter (and enclosure) to Ms. Karon Johnson of Eugene concerning the 1st Avenue ramps.

The temporary ramps at 1st Avenue are to be removed by the contractor upon completion of the current phase of the work. This is in accordance with the contract signed by the City of Eugene, the Highway Division, and the Federal Highway Administration.

The ramps in question are not authorized by the Federal Highway Administration as permanent access points and, as things stand, must be removed. The agreement with the FHWA does approve the location of connections to ORE126 at approximately the same location. Approval for a new access or relocation of access at this point would have to come from the Federal Highway Administration in Washington, D. C; in view of the serious questions concerning the safe operation of the freeway with the temporary 1st Avenue ramps left in place, it seems unlikely that authorization for their retention would be possible.

We are reviewing the entire situation in depth to see if a new design can be made that will allow the freeway and ramps to operate safely and satisfactorily. This work will be completed in a few weeks and the results made available to the City of Eguene and Ms. Johnson.

Attached are plans for the section of I-105 in question. Plan 9V-158 shows the work completed under the first contract, including the Willamette River Bridge and the temporary ramps at 1st Avenue.

Plan 10V-208 shows the section now under construction. In this plan, the temporary ramps are shown as dashed lines which envision their removal. You will also note that the proposed connections to ORE126, the "MS" Line and the "SM" Line, preclude the 1st Avenue ramps being left in place. In all of the alternatives now being studied for ORE126, there would be a physical conflict between connection to ORE126 and the temporary 1st Avenue ramps.

If there is any additional information that you wish, please do not hesitate to call us.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Att.

cc George M. Baldwin
A. E. Johnson
R. L. Schroeder
R. E. Royer
R. B. Sipprell
J. H. Versteeg
WLC:ap ms

AEJ

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 27, 1973

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
FEB 28 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO Mr. Vernon Cusack
Acting Division Engineer
Federal Highway Administration
477 Cottage St. NE
Salem, Oregon 97308

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

Subject 7th Ave.-Willamette R. (Eugene)
Eugene-Springfield Highway
Contract 7637
Weld Quality
Contractor's Claim

Column hinge assemblies for the subject structure were originally to be constructed using a quality of welding for groove welds as specified in the contract documents. Prior to actual fabrication the State requested that groove welds be changed to radiograph quality. These hinge assemblies were constructed using A-514 steel and the weld originally specified was a high quality weld. The change to radiograph quality weld also required a high quality weld.

The fabricator contends that the cost of fabrication using radiograph quality welds was significantly higher than the cost of fabrication using the quality of weld originally specified and has submitted a claim through the contractor totaling $179,418.15. The claim centers around weld quality but includes other fabrication problems also. It is presently the State's belief that the difference in quality between the two welds is not significant but the State lacks the expertise to actually determine any difference which may exist. It is necessary, therefore, that the State consult outside experts in the field of welding for advice regarding the difference involved.

This claim has been under consideration since June, 1972, however, until recent negotiations it has been the State's feeling that the radiograph weld quality actually used was required by the specifications. It now appears that this is not true and that if there is a difference in cost between producing the specified quality and producing radiograph quality, the State should honor the claim for actual costs involved. The State plans to engage three or four welding experts to determine any actual cost differential and negotiate with the contractor for a settlement based on the finding of the experts.

We anticipate consulting experts through the following organizations:

Mr. Don Price, welding consultant, Redmond, Washington

U. S. Steel Corporation, San Francisco
Attention Mr. Thomas Hallyburton

Western Steel Co., Salt Lake City, Utah
Attention Mr. Bill Kirk, President

Murphy-Pacific Enterprises
Attention Mr. Al Tokola, Project Manager

It is estimated that cost estimates from these people will run less than $1,000 each or less than $4,000 total. In order to expedite receipt of these cost estimates, it is requested that payment by Field Purchase Order be approved. These costs will be charged to field engineering.

RWE/dh/ag

cc A. E. Johnson
E. S. Hunter
V. E. Skoog

7637

E S Hunter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 23, 1973

Mr. Don Price
2009 183rd N. E.
Redmond, Washington 98052

NOTED
E. S. HUNTER

Dear Mr. Price:

Seventh Ave.-Willamette River(Eugene)Sec.
Eugene-Springfield Highway
Contract 7637
Column Hinge Assemblies
Fabrication Cost Estimates

In accord with our telephone conversation earlier this week, we would like to engage you to make cost estimates for fabrication of certain A-514 column hinge assemblies. We are interested in a comparison of the cost of fabrication of the hinge assemblies using quality of welds required by the original contract specification and the cost of fabricating the same assemblies using a "radiographic quality weld" as defined by the contract documents. These assemblies were fabricated using both fillet and groove type welds. The change from specified welds to radiographic quality welds affects the groove type welds only.

In the way of background information you may like to know that Article 102(c) of the Standard Specifications for Welded Highway Bridges and Incidental Structures requires that procedure for welding of A-514 steel (of which the hinge assemblies are constructed) shall be qualified in accord with Articles 502 and 503. Article 502 requires that welding procedures be prequalified by test as prescribed in Appendix A. Appendix A (Article A107) requires that test specimen produced for procedure qualification be radiographically tested for soundness. Article 109(a)7 requires that for procedure qualification the weld must conform to the requirements of Article 307 except that for A-514 steel there shall be no defects other than allowed porosity. Article 307 includes definitions for radiographic quality welds and other welds.

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The welds specified for A-514 steel are quality welds. The specifications require that the welding procedure be qualified in accord with Articles 502 and 503. Limits of tolerances of variables between qualification and production welding (Article A101) should cause production welds to be of a quality similar to qualifying welds. We are interested in the difference between such production welds and "radiographic quality welds".

In order that we may determine any cost differential that may exist between fabrication of the hinge assemblies using the project specifications and the cost of fabrication using groove welds of a "radiographic quality" as indicated by Article 307(b)1, we would like to receive from you a cost estimate of fabrication on both bases. The difference between these two estimates will indicate the actual increased cost of fabrication, if any, resulting from the use of radiographic quality welds in lieu of the welds specified. As I indicated previously, this change affects the groove welds only.

For your use I am enclosing two prints of Drawing No. 27372, which show the expansion hinge details, one copy of the applicable Special Provisions for the project (Pages 45 through 52, one copy of our Standard Specifications for Welded Highway Bridges and Incidental Structures, and one copy of our Standard Specifications for Highway Construction.

Please send billing to Oregon State Highway Division, Attention Mr. Walter Hart, Bridge Engineer. I understand your fee is $125 per day. During our telephone conversation you estimated the time required to make the estimates at two or three days.

Your interest and help in this matter is greatly appreciated.

RWE/ag

Encls.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

cc E. S. Hunter
J. Jenkins
J. Versteeg
E. Jones
G. Teeter

5

E L Hunter

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 22, 1973

Mr. Thomas J. Hallyburton
U. S. Steel Corporation
120 Montgomery St.
San Francisco, California 94106

NOTED
E. S. HUNTER

Dear Mr. Hallyburton:

Seventh Ave.-Willamette River(Eugene)Section
Eugene-Springfield Highway
Contract 7637
Column Hinge Assemblies
Fabrication Cost Estimates

During your visit to this office on February 14, 1973, we discussed the State's desire to have your estimating department prepare cost estimates for fabrication of certain A-514 column hinge assemblies. We are interested in a comparison of the cost of fabrication of the hinge assemblies using quality of welds required by the original contract specification and the cost of fabricating the same assemblies using a "radiographic quality weld" as defined by the contract documents. These assemblies were fabricated using both fillet and groove type welds. The change from specified welds to radiographic quality welds affects the groove type welds only.

In the way of background information you may like to know that Article 102(c) of the Standard Specifications for Welded Highway Bridges and Incidental Structures requires that procedure for welding of A-514 steel (of which the hinge assemblies are constructed) shall be qualified in accord with Articles 502 and 503. Article 502 requires that welding procedures be pre-qualified by test as prescribed in Appendix A. Appendix A (Article A107) requires that test specimen produced for procedure qualification be radiographically tested for soundness. Article 109(a)7 requires that for procedure qualification the weld must conform to the requirements of Article 307 except that for A-514 steel there shall be no defects other than allowed porosity. Article 307 includes definitions for radiographic quality welds and other welds.

RECEIVED
FEB 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

The welds specified for A-514 steel are quality welds. The specifications require that the welding procedure be qualified in accord with Articles 502 and 503. Limits of tolerances of variables between qualification and production welding (Article A101) should cause production welds to be of a quality similar to qualifying welds. We are interested in the difference between such production welds and "radiographic quality welds".

In order that we may determine any cost differential that may exist between fabrication of the hinge assemblies using the project specifications and the cost of fabrication using groove welds of a "radiographic quality" as indicated by Article 307(b)1, we would like to receive from you a cost estimate of fabrication on both bases. The difference between these two estimates will indicate the actual increased cost of fabrication, if any, resulting from the use of radiographic quality welds in lieu of the welds specified. As I indicated previously, this change affects the groove welds only.

For your use I am enclosing two prints of Drawing No. 27372, which show the expansion hinge details, two copies of the applicable Special Provisions for the project (Pages 45 through 52), two copies of our Standard Specifications for Welded Highway Bridges and Incidental Structures, and two copies of our Standard Specifications for Highway Construction.

Please send billing to the Oregon State Highway Division, Attention Mr. Walter Hart, Bridge Engineer.

Your interest and help in this matter is greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED
By R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encls.
cc E. S. Hunter
J. Jenkins
J. Versteeg
E. Jones
G. Teeter

5

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 21, 1973

TO
V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-105-4(115)196

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7637 Extra Work Order No. 7

Project 7th Avenue - Willamette River (Eugene)

Highway Eugene - Springfield

County Lane

The order covers furnishing and installation of underdeck illumination on the Delta Highway Underpass. This work is necessary to eliminate a blind spot created by the overall width of the bridge and high mast tower lighting in the vicinity.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 5, 1972.

Your approval as of December 5, 1972 is requested.

Attach.

JK:dgk

5

7637

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 21, 1973

TO

Vernon V. Cusack, Acting Division Engineer
~~[illegible] Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. I-105-4(115)196

SUBJECT Request Change Order Approval

Contract 7637, Extra Work Order No. 6

Project 7th Avenue-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

The Order covers a) furnishing and installing mast arm extensions required due to relocating pole bases to avoid conflicts with existing utilities, b) chipping down the concrete on traffic signal pole bases to match adjacent sidewalks and c) modifications of the lighting circuitry for sign no. 44 to be compatible with the power source.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on February 2, 1973.

Your approval as of February 2, 1973 is requested.

Attach.
JK:pr

5

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 21, 1973

TO
V. V. Cusack, Acting Division Engineer
~~[illegible]mson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-105-4(115)196

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7637 Extra Work Order No. 5

Project 7th Avenue - Willamette River (Eugene)

Highway Eugene - Springfield

County Lane

The order covers furnishing and installing glare shields on the high mast towers to reduce excessive back light in residential areas.

Attached are copies of a letter from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on November 10, 1972.

Your approval as of November 10, 1972 is requested.

Attach.

JK:dgk

Schroeder s

7637

1859

OREGON STATE
HIGHWAY DIVISION

REGION 3 P.O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

February 16, 1973

Mr. Bryant L. Gilkeson
LACSAP
Department of Health and Sanitation
Lane County Court House
Eugene, Oregon 97401

7637

Dear Mr. Gilkeson:

This will acknowledge your letter dated January 30, 1973, requesting information concerning the temporary on and off ramps from I-105 to 1st Street in Eugene.

This situation was discussed and resolved in 1971. New groups have again brought up this possibility, due, I presume, to the imminence of completion of the present contract extending I-105 to 6th and 7th Streets.

First, Federal participation in funding, revolved around a stipulation that these temporary ramps be removed. The reason for this stipulation is, of course, safety to the motoring public.

The northbound temporary on ramp, as an example, works well enough with no merging traffic from 6th and 7th Streets on I-105. No area is provided on the structure immediately north of this ramp for an acceleration lane. Thus, one of three choices exist; an acceleration lane could be constructed at considerable cost (without Federal Funds), a stop movement could be required for this ramp traffic, or all northbound I-105 traffic could be channelized into the median lane and allow a free flow from this ramp. None of these alternatives are acceptable to the Highway Division or to the Federal Highway Administration.

The southbound temporary off ramp also proves to be hazardous, if retained. The weaving action between this off ramp and the Delta on ramp to the north would be a problem. Manual counts taken earlier this month indicate 30,000 vehicles per day on the bridge over the Willamette. Vehicle speed differential between the through traffic and the off ramp traffic could be expected to cause a predictable amount of accident experience.

Copy to Roger
2-21-73

NOTED
R. L. SCHROEDER

RECEIVED
FEB 20 1973
Office of
Assistant State Highway Engineer

It has been suggested, that the removal of these ramps would be an inconvenience to the trucking interest, and that such removal would force these trucks to proceed to 6th Street and return to 1st Street via a dangerous railroad grade crossing. A recent origin-destination study showed, that of 105 trucks leaving I-105 at the present southbound off ramp, 91 had destinations south of the railroad. Thus, these trucks may have preferred the 6th Street exit.

We appreciate this opportunity to explain our firm convictions in this matter. We hope the arguments presented may be of assistance to you and your group.

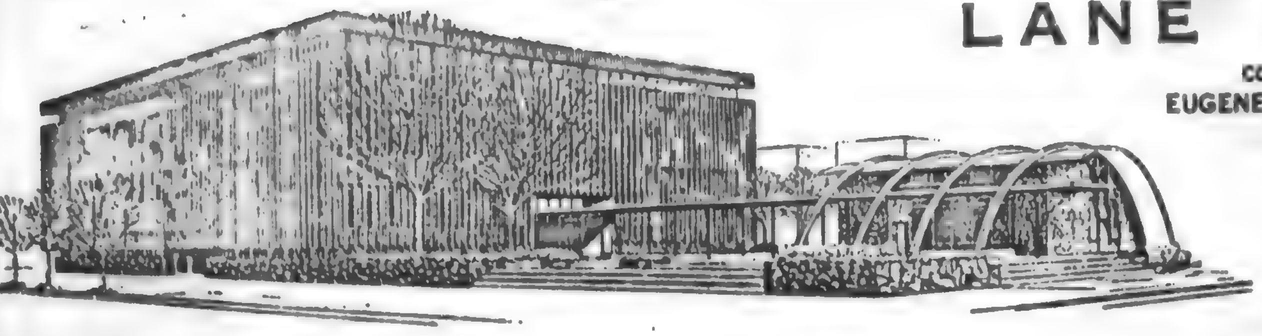
Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

GLC/jw

cc F. B. Klaboe
R. L. Schroeder ✓
E. S. Hunter
L. E. George
William Anhorn



LANE COUNTY
COURTHOUSE
EUGENE, OREGON 97401

DEPARTMENT OF HEALTH & SANITATION
PHONE 342-1311
A.K. HOTTLE, DIRECTOR
DAVID L. WHITE, M.D., HEALTH OFFICER

January 30, 1973

Mr. J. H. Verstweg
Regional Traffic Engineer
Oregon State Highway Division
Roseburg, Oregon 97470

Dear Mr. Verstweg,

I represent a committee known as the Lane Advisory Committee on Safety and Accident Prevention. This committee is appointed by the Lane County Commissioners. Our purpose is to identify accident hazards existing in our county. We then examine and discuss the problem, then recommend to the agency or persons responsible, our suggestions toward a solution.

One problem we are presently concerned about is the on and off ramps to the Washington St. Bridge at First St. in Eugene. In examining the problem we have found that when the ramps are taken away there will be no way to reach First St. without going to 6th or 7th St. exits and doubling back and crossing over the railroad tracks. Our concern is the fact that traffic will have to cross the railroad crossing which is very busy, and emergency vechicles such as our local ambulances will have to be detained at this busy crossing.

We also understand that leaving the on and off ramps as they presently exist would be a traffic hazard on the Washington St. Bridge.

We would like to suggest that the ramps be left in place, to allow the traffic on Washington St. Bridge and First St. to enter and exit. To reduce the potential accident hazard that would occur if the ramps were left in place, we thought some minor alterations could be made to the ramps.

Thank you for your time and attention to this matter. Our committee will be awaiting your reply.

Sincerely,

Bryant L. Gilkeson

Bryant L. Gilkeson
Member of LACSAP

BLG/dcd

cc: Lane County Commissioners

RECEIVED
JAN 31 1973

5

7637

Box 300
Salem OR 97308

10-00.1

Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon

February 13, 1973

10-35-DB/INQ-260

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Copy Sent Project Engineer on

Original Signed By
VERNON V. CUSACK
Assistant Division Engineer

NOTED
E. S. HUNTER

1637

Oregon Project I-105-4(-), Eugene Interstate Spur
Congressional Inquiry - Ms. Karon Johnson, Eugene, to Senator Hatfield
(Mr. Lindberg's ltr, 2-7-73, HNG-10, to Senator Hatfield)

By endorsement to Mr. Lindberg's letter, our response was requested to Ms. Johnson's January 30 letter to the Senator. Ms. Johnson's letter concerned the closing of the temporary ramps in the vicinity of First Street in Eugene.

NOTED
F. B. KLABOE

Mr. G. L. Green's memorandum dated September 22, 1972 which enclosed District Engineer Hossner's September 21 report addressed the same subject. There has not been any further development that would alter our report on this situation. The temporary ramps are scheduled for removal under the current contract.

Ms. Johnson's contention that removal of these ramps seriously inconveniences travel to the area is not valid. Access to the area in question was not altered by construction of the Interstate spur. Removal of the ramps takes away the convenient access that residents in this area enjoyed during the interim period between construction projects. The temporary ramps - as originally intended - were to provide an interim north-south connection via Jefferson and Washington Streets between the construction project that terminated at First Street and the Sixth and Seventh Avenue couplet.

Mr. Maloney's October 11, 1972 and October 18, 1972 letters to Senator Packwood and his October 11, 1972 response to Representative Dellenback are still considered valid.

Enclosures
Memo, 9-22-72, Green to Lybecker
Memo, 9-21-72, Hossner to Green

cc:
OSHD

Hossner:nig

2-20-73
Copy to
Royer

NOTED
R. L. SCHROEDER

RECEIVED
FEB 16 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
FEB 14 '73
REFER TO
Hunter
FOR

Info	Invs	R/D	D/R	Sign	Act	File
✓						

cy. acj - 5-15-73

STATE CY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

FEB 7 1973

IN REPLY REFER TO:
HNG-10

Honorable Mark O. Hatfield
United States Senate
Washington, D. C. 20510

Dear Senator Hatfield:

This is in reply to your January 30 communication to the Congressional Liaison, enclosing a copy of a letter from Ms. Karon Johnson of Eugene, Oregon. Ms. Johnson is concerned about the proposed closing of the First Avenue exit on Interstate Route 105 in Eugene.

We are sending copies of Ms. Johnson's letter to our Division Engineer in Salem. He reviews all Federal-aid highway projects in Oregon and has the delegated authority to approve or disapprove the State's plans in most instances. We have asked him for a report on this matter. As soon as we have heard from him, we will be back in touch with you.

Sincerely yours,

/s/ H. A. Lindberg

H. A. Lindberg
Acting Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

RECEIVED
FEB 12 1973
OREGON DIVISION

Trans - Fhw

Ms. Karon Johnson
367 N. Polk
Eugene, OR 97402

Dear Senator Hatfield:

I want to call your attention to a local situation that is the result of poor city, state and local planning. The city council has signed a contract to close a freeway exit, and while I doubt that they will be able to break the contract, the results will be *so* bad if they don't, that it is surely worth a try.

~~Briefly,~~ they are building an extension of I-105, to continue down to 6th Avenue in Eugene; Please refer to the attached diagram. Our problem is that, when this extension down to Sixth is complete, they are going to close the 1st Avenue exit. First Avenue is the only convenient way to get onto River Road, where literally thousands of people live. If they close this exit, people like myself will have to drive 5 blocks out of our way, down to Sixth, around Sixth to Blair, 5 blocks back, and cross the railroad tracks on Van Buren. Now, Sixth Avenue is already bumper-to-bumper traffic during rush hour; the railroad tracks are very heavily used, with at least four trains a day, and one of them always around 5 PM. If the thousands of people who normally go down First Avenue have to go around on Sixth, it will be *unbearable*.

The only other choice for people coming from that side of the river is to take the Ferry Street Bridge, and drive through Skinner's Butte park. So there goes the park, with Bumper-to-bumper traffic through it.

The reason they say they have to close this exit is because of the "wave" that would be created with the merging traffic from Valley River coming onto I-105, and the traffic trying to get off onto First. I say, slow that traffic down to 30 mph; put a yield on the Valley River entrance, *anything* to keep that exit open.

It is hard not to be just *furious* about this. The Highway Dept. engineers say they must not inconvenience the people on the freeway by making them yield or slow down. So, to save these people two or three minutes going downtown, they want to cost me 15 minutes of my time everytime I try to get across that bridge. I am so unreasonable as to think that *my* time is as valuable as others, and I am *outraged* at the stupid planning and inconsideration shown for the people who have the misfortune to live in that neighborhood.

There is also a strong suspicion here that all this is to create an artificial need for the proposed Rooseveldt freeway. I hope they can't seriously think we would buy such an argument.

It is also clear to me why people move out of such neighborhoods, and why they leave the inner city. *We* are certainly not going to live in a neighborhood which has such poor access, and we're not going to live next to a freeway either.

MOH: l 1/30/73

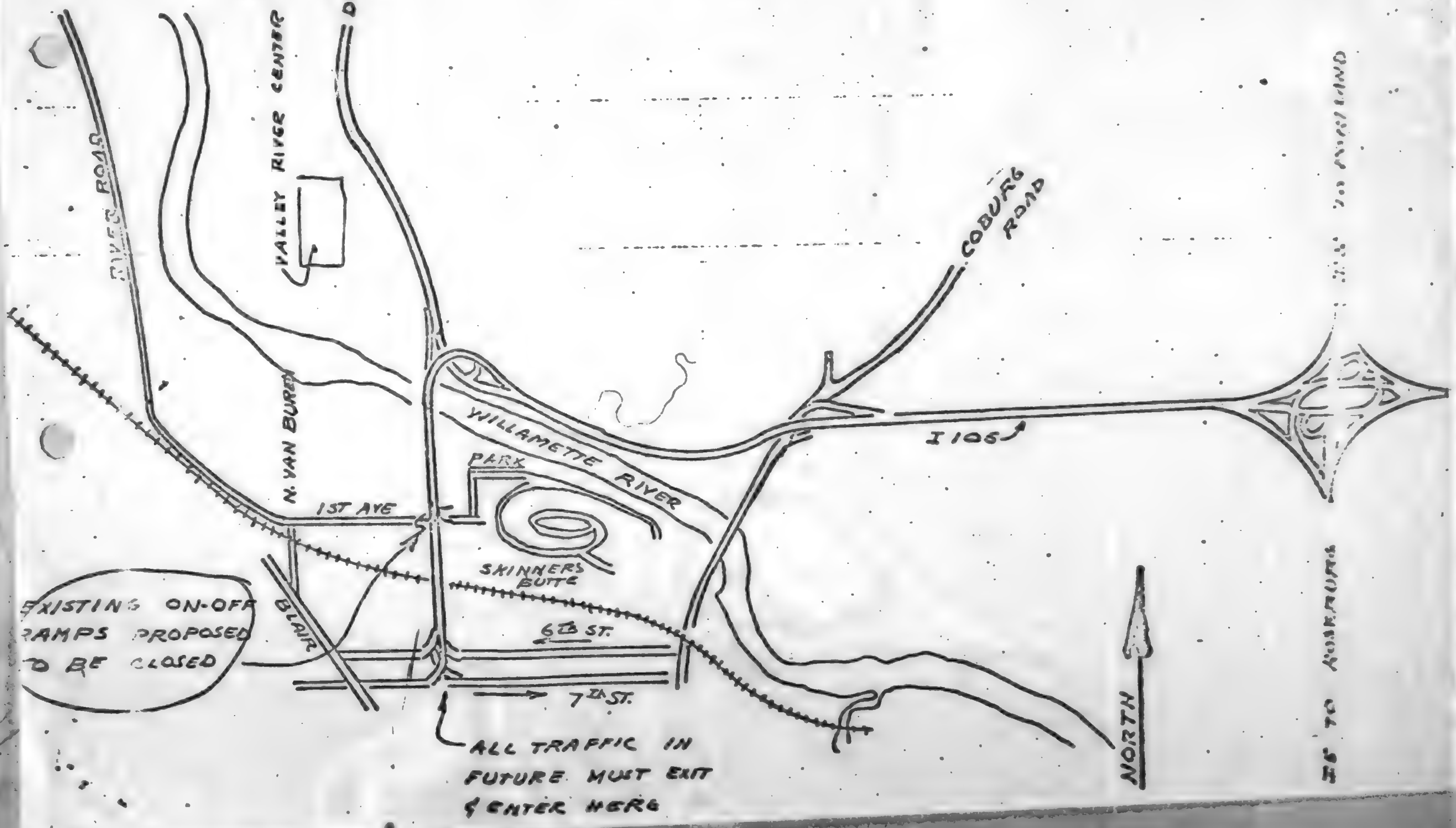
I hope you can put some pressure on the Federal Highway people to make these exists into safe on and off ramps, and keep them open. Many people feel impotent in dealing with the Federal bureaucracy--I hope that won't be true in this case.

Sincerely,

Karon Johnson

Karon Johnson

EUGENE'S FREEWAYS


RIVER ROAD
VALLEY RIVER CENTER
DELTA HIGHWAY
N. VAN BUREN
1ST AVE
PARK
WILLAMETTE RIVER
SKINNERS BUTTE
BLAIR
6TH ST.
7TH ST.
COBURG ROAD
I 105
EXISTING ON-OFF RAMPS PROPOSED TO BE CLOSED
ALL TRAFFIC IN FUTURE MUST EXIT & ENTER HERE
NORTH
I5 TO ROSEBURG
I5 TO PORTLAND

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

7637

ATE February 12, 1973

Mr. Robert Cunningham
Resident Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

ROM R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

SUBJECT 7th Ave.-Willamette River(Eugene) Section
Eugene-Springfield Highway
Contract 7637
Contractor's Claim-Revised Weld Quality

As you requested in today's telephone conversation, I am enclosing two copies of Drawing No. 27372, details for the expansion hinge assemblies, and two copies of the appropriate pages of the Special Provisions covering fabrication of expansion hinge assemblies for the subject contract.

Also enclosed are two copies of our Standard Specifications for Welded Highway Bridges and Incidental Structures. In addition, I have attached one copy of the "Claim Analysis by OSHD" dated November 16, 1972, wherein I have circled in red our error in thinking which led to the erroneous conclusion that the contractor had no claim.

A copy of Mr. Leonard Lindas' opinion regarding this claim is also enclosed.

Please contact Mr. Tokola of Murphy Pacific Enterprises regarding the possibility of obtaining an estimate of the cost of fabricating the hinge assemblies using the weld quality indicated by the contract specifications, the cost of fabricating the hinge assemblies using radiographic quality groove welds, and the difference in cost of fabrication using the two different types of welds.

RWE/ag
Encls.

cc E. S. Hunter
J. Jenkins
J. Versteeg
E. Jones
G. Teeter

RECEIVED
FEB 15 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7637

February 6, 1973

The Honorable George Wingard
State Senator
309-B State Capitol
Salem, Oregon 97310

#7637

248

Dear Senator Wingard:

Mr. Baldwin is out of the state until Thursday and he asked that I reply to your letter of January 19 concerning the Whitaker Neighborhood Organization and the closure of the 1st Avenue ramps to I-105.

Three Highway Division representatives and the Traffic Engineer for the City of Eugene met with the Whitaker Neighborhood Organization, at their request, on November 28, 1972. The 1st Avenue ramps were discussed and the reasons for the necessary closures were explained in detail. A copy of a report summarizing the safety problems involved is attached.

The text of the letter to the City Council and Mayor of Eugene, which you so kindly furnished, raises two questions that deserve additional comment.

Item No. 3 (of the second group) states that "A lower speed limit on the freeway could be provided for safer merging". Unfortunately, this is not in keeping with the results of many studies concerning posted speeds throughout the nation.

An example of this problem is given beginning on page 8 in the booklet entitled "Some Frank Talk From Your Traffic Engineering Division" which is published by the City of Eugene and is currently available (copy attached). The speed that a road is driven is primarily a function of the design and character of the road. Because of the configuration of I-105, it is not possible to materially reduce speeds by signing or enforcement without increasing the accident potential markedly.

Referring again to the text of the letter to the Mayor and Council of Eugene, Item No. 2 (of the first group) mentions hazards crossing the Southern Pacific Railroad tracks. At the November 28 meeting, several citizens expressed fears to our engineers of accident and injury while crossing the tracks. Subsequent to the meeting, all railroad crossings from Washington Street to the west in the Whitaker School area were investigated for accidents. It was found that there was one injury in one accident for all of these railroad crossings. During the same period, there were 12 injuries and 16 accidents involving the 1st Avenue ramps.

It seems clear that for safety reasons the temporary 1st Avenue ramps must be closed when I-105 is completed whether or not ORE126 is constructed.

We will continue to try to bring forth the facts concerning traffic safety to the people of Eugene at every opportunity. Should you desire any additional information, please do not hesitate to call upon us.

Very truly yours,

F. B. Klaboe
State Highway Engineer

Attach.

cc George H. Baldwin
A. E. Johnson
Gary L. Ross
Robert E. Royer
R. B. Sipprell

WLC:ap fm

HOME ADDRESS
GEORGE WINGARD
2323 FAIRMOUNT BOULEVARD
EUGENE, OREGON 97403

LANE COUNTY

OREGON STATE SENATE
SALEM, OREGON
97310

Klaboe
draft

RECEIVED
STATE HWY ENGR
JAN 23 '73
REFER TO
FOR

Info	Answ	R/D	D/R	Sign	Act	File

January 19, 1973

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Enclosed is a letter from Mr. Wenzl Evans, Temporary Chairman of the Whitaker Neighborhood Organization, asking that I investigate the possibility of allowing the continued use of the ramps on First Street to gain acess to the Washington-Jefferson bridge complex.

I would appreciate any comments you might have regarding the continued use of these ramps.

It would seem to me, if at some future date, these ramps will be needed, it would be possible to provide them now because of extensive traffic delays rather than at some later date when they are installed.

Looking forward to hearing from you on this subject,

Best regards,

George Wingard
State Senator

GW/jh

Encl.

RECEIVED
JAN 23 1973
Office of
Assistant State Highway Engineer

RECEIVED
JAN 23 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

HOME OF THE BLACK, BLACK JELLY BEANS

BILLY'S MARKET

111 Monroe Street Telephone 686-1521 Eugene, Oregon 97402

January 14, 1973

George Wingard
Senator
Capitol Building
Salem, Oregon 97310

Dear Senator Wingard:

I am certain you are aware that the extension of the Washington-Jefferson bridge, to 6th and 7th Avenues, is nearly complete. Upon completion of the overpass the present access ramp from 1st and Washington streets and the exit ramp to 1st and Jefferson will be removed. These ramps have proved beneficial to our community and the city as a whole.

The people of the Whitaker school area have formed a community effort to retain these ramps. It was the consensus of our group that the initial effort should be to gain support of the City of Eugene. To this end we are circulating petitions which we intend to present to the city council in February. We feel certain that on investigation of our plea you will see how essential these ramps are and give us your full support.

Sincerely,
Wenzl Evans
Wenzl Evans
Temporary Chairman
Whitaker Neighborhood Organization

encl: 2

PETITION

TO THE CITY COUNCIL AND MAYOR OF EUGENE:

WE RESIDENTS OF EUGENE FEEL THAT A SERIOUS MISTAKE IS ABOUT TO BE MAKE IN THE TRANSPORTATION PLANNING FOR OUR CITY. WE UNDERSTAND THAT PRESENT PLANS CALL FOR THE CLOSING OF THE FIRST AVENUE RAMPS WHEN THE WASHINGTON-JEFFERSON FREEWAY IS EXTENDED TO SEVENTH AVENUE.

WE ARE OPPOSED TO THE CLOSING OF THE FIRST AVENUE RAMPS.

NAME	ADDRESS	PHONE
1.		
2.		

TO THE CITY COUNCIL AND MAYOR OF EUGENE:

WE RESIDENTS OF EUGENE FEEL THAT A SERIOUS MISTAKE IS ABOUT TO BE MADE IN THE TRANSPORTATION PLANNING FOR OUR CITY. WE UNDERSTAND THAT PRESENT PLANS CALL FOR THE CLOSING OF THE FIRST AVENUE RAMPS WHEN THE WASHINGTON-JEFFERSON FREEWAY IS EXTENDED TO SEVENTH AVENUE.

WE ARE OPPOSED TO THE CLOSING OF THE FIRST AVENUE RAMPS FOR THE FOLLOWING REASONS:

1. TRAFFIC WHICH NOW USES FIRST AVENUE WILL BE FORCED TO GO DOWN SIXTH, SEVENTH AND BLAIR, CLOGGING ALREADY CROWDED STREETS. AN ALTERNATE ROUTE WOULD BE THROUGH SKINNER'S BUTTE PARK AND OVER THE COBURG ROAD BRIDGE. RESULTING CONGESTION WILL AFFECT MOTORISTS THROUGHOUT THE CITY.

2. TRAFFIC TO THE RIVER ROAD DISTRICT AND WHITEAKER NEIGHBORHOOD WILL BE UNNECESSARILY ROUTED ACROSS THE SOUTHERN PACIFIC RAILROAD TRACKS, CAUSING DELAYS AND TRAFFIC HAZARDS.

3. IRONICALLY, THE CONSTRUCTION OF AN EXPENSIVE FREEWAY IN THE WEST EUGENE AREA WILL ONLY MAKE ACCESS TO OUR HOMES, SHOPPING CENTERS AND PLACES OF EMPLOYMENT MORE DIFFICULT.

4. BY CUTTING OFF EXISTING TRAFFIC FLOW, THE CLOSING OF THE FIRST AVENUE RAMPS CREATES AN AFTIFICIAL NEED FOR BOTH THE ROOSEVELT FREEWAY AND THE SKINNER'S BUTTE FREEWAY.

5. IF THE RAMPS ARE CLOSED, ACCESS TO SKINNER'S BUTTE PARK WILL BE MORE DIFFICULT FOR PEOPLE LIVING NORTH OF THE RIVER.

AFTER INTENSIVE DISCUSSIONS WITH PLANNERS FROM THE STATE HIGHWAY DEPARTMENT, WE BELIEVE IT WOULD BE POSSIBLE TO KEEP THE FIRST AVENUE RAMPS OPEN:

1. DESPITE STATEMENTS BY THE HIGHWAY DEPARTMENT, WE BELIEVE THAT "WEAVE" IS NOT AN INSURMOUNTABLEPROBLEM. THE MAIN PROBLEM IN KEEPING THE RAMPS OPEN SEEMS TO BE THE PROPOSED ROOSEVELT FREEWAY.

2. IF NECESSARY, THE RAMPS COULD BE IMPROVED TO PROVIDE A SAFER MERGING SITUATION.

3. A LOWER SPEED LIMIT ON THE FREEWAY COULD BE PROVIDED FOR SAFER MERGING.

WE APPEAL TO THE COUNCIL TO GIVE THE SAME CONSIDERATION IN FUTURE DEVELOPMENTS FOR THE WEST SIDE OF EUGENE AS IS GIVEN TO OTHER PARTS OF THE CITY, NAMELY CITY AND PLANNING CODES AND OREGON STATE STATUTES SUCH AS ORS 227-220-440 AND 92-044 WHICH STATES THAT IT IS THE CITY'S RESPONSIBILITY TO LOOK FOR THE PUBLIC INTEREST, HEALTH, COMFORT, CONVENIENCE, PRESERVATION OF PUBLIC PEACE, SAFETY, MORALE, ORDER AND PUBLIC WELFARE, RECREATION AND EDUCATION AND OTHER NEEDS.

CONSIDERING THE ABOVE CRITERIA, WE CITIZENS OF EUGENE PETITION THAT THE FIRST AVENUE RAMPS REMAIN OPEN.

OREGON STATE HIGHWAY DIVISION
Planning Section
Transportation Studies Unit

1ST AVENUE RAMPS CLOSURE

The question of leaving the 1st Avenue I-105 ramps open after the freeway is completed has been raised. There are many facets to be considered. Not only must we consider environmental impacts and financing, but the safety of the motoring public as well. It is mainly towards the safety factor that this report will be directed.

To begin with, let's consider a few terms that are mostly self-explanatory, but worth mentioning anyway. The term "sight-distance" means just what it says. It indicates how far you can see at a particular location. Obviously, one can't see around curves, or over hills, but there are other factors that limit your ability to see well enough to safely control your car. For example, the faster you go, the more sight distance you need in order to see and recognize some obstacle up ahead and bring your car to a safe halt.

The term "stopping distance" is similar. It means the distance required to bring your car to a safe stop. It not only includes the distance the vehicle needs to stop but the distance required for you to see danger and react properly to it.

The term "weave distance" applies to the distance required for motorists to change from one lane to another. As I am sure you have noticed, when a sign appears saying something like "COBURG EXIT, ONE-MILE", motorists wishing to exit at that place start getting into the right lane and usually slow down. If there are enough cars trying to turn off, other motorists that are bound on through will frequently move to the center lane so they can continue to maintain a higher speed. All this maneuvering takes time and distance, and is called weaving. It is readily apparent that when traffic is heavy, when speeds are high and when many motorists want to exit the maneuvering takes longer and so a greater distance is required.

A particularly difficult situation occurs when a ramp bringing vehicles on the freeway is followed in a short distance by an off-ramp. In such cases, a few vehicles getting on may want to get off at the following exit, but most want to go on through. This is in conflict with those motorists who were already on the freeway and want to get off, as well as those going on through. If the situation is compounded by any one of the following, steep grades, many trucks, minimum sight distances, high speeds, short stopping distances or heavy traffic, then the distance required for safe weaving increases considerably. This is the particular situation that would occur if the 1st Avenue off-ramp was left open when the freeway is completed.

Without getting technical, there simply would not be the necessary distance required for weaving, getting on the off-ramp and stopping safely during future heavy traffic.

Let's assume for the moment that a connection is not built between I-105 and the proposed Roosevelt Freeway. Or assume that the Roosevelt is not built. Under either one of these situations, the 1st Avenue ramps cannot be safely left open. This can be better understood by comparing the existing situation with the ramps today, with the dangers that would be generated in the future by completing I-105 and leaving the ramps open.

Today, the motorist who is westbound on I-105 is warned by signing that the freeway is ending and begins to slow down. He is not bothered by weaving with the vehicles coming on from the Delta Freeway because: (1) there is no through traffic beyond 1st Avenue and (2) both freeway lanes exit at 1st Avenue. Furthermore, because he is slowing down, and not making lane changes, he is able to come to a safe stop even if ramp traffic backs up and is stopped on the freeway, as it sometimes does.

Contrast this with his situation if the ramp is left open when I-105 is completed. As he approaches from the east signing would indicate the 1st Avenue off-ramp as the next right. Those wishing to get off at 1st Avenue would be weaving with those cars coming on at the Delta Freeway and this would be done at high speed. It is not possible to permit both freeway lanes to exit at 1st Avenue, because there would be collisions between center lane vehicles attempting to exit and right lane vehicles attempting to go on through. Therefore, with only one lane exiting, the capacity of the ramp would be less than it is today. And should traffic backups occur on the freeway, there would be rear-end collisions between stopped vehicles and the high speed through vehicles on the main freeway.

The 1st Avenue off-ramp is presently adequate for stopping, but this is so only because the ending of the freeway causes speeds to be slowed below 35 MPH. Even so, there are some accidents occurring on the ramp, mostly rear-enders. Since 1970, there have been 12 persons injured on the ramp or at the intersection involving ramp traffic. For traffic moving at normal urban freeway speeds, the 1st Avenue ramp is too short to permit safe stopping and more accidents could be expected. This condition is exaggerated by the fact that the ramp downgrade is six percent, which makes safe stopping more hazardous, especially for loaded heavy trucks.

Thus, upon completion of I-105, the 1st Avenue off-ramp fails to meet minimum safety standards for future traffic on at least three counts: (1) not enough weave distance; (2) not enough safe stopping distance; (3) not enough storage within the ramp so as to prevent cars and trucks from backing up on the main freeway.

Both the 1st Avenue off-ramp and on-ramp were designed for temporary use under specific conditions. They were never intended for continued service and would have serious design deficiencies if allowed to remain open. For example, the on-ramp, while adequate under present temporary conditions does not have a satisfactory alignment, or an acceleration lane compatible with the completed freeway. Slowly accelerating vehicles from the 1st Avenue ramp would be forced to merge with higher speed traffic already on the freeway. This is an accident generating situation that is not acceptable from a safety standpoint. The weave distance between the 1st Avenue ramp and the Delta Freeway off-ramp is also not adequate.

It is entirely a matter of space available, between the existing bridge structures at the Willamette River, and the end of the freeway at 6th and 7th Streets. There simply is not room to have the ramps in service at 1st Avenue and still have a design for future I-105 traffic that is safe for the people of Eugene.

From the foregoining, it seems reasonable to conclude that the existing 1st Avenue ramps could not be safely left open under a "No Roosevelt" assumption.

If it is to be assumed that there will be a Roosevelt Freeway constructed, the situation regarding the 1st Avenue ramps is not improved. At present, there are four alternate designs in the preliminary stages. In all of them, there are physical conflicts with the connections between the Roosevelt and I-105 preventing the continued use of the 1st Avenue ramps. Two ramps cannot occupy the same space at the same time.

William L. Cranford
February 2, 1973

1859

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 26, 1973

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, OR 97209

Attention Mr. John Cloutier
Project Manager

Gentlemen:

7th Ave.-Willamette R. (Eugene) Sec.
Eugene-Springfield Highway
Contract 7637
Hinge Assembly Claim

Further consideration of the material presented in your letter of January 10, 1973, and during our meeting of January 18, 1973, relative to the hinge assembly claim on the subject product indicates the existance of a grey area in the contract specifications. This grey area centers around Section 307(b) of the Standard Specifications for Welded Highway Bridges and Incidental Structures. We are agreeable to an equitable settlement of the claim based on a realistic value of the difference between the high quality weld which was specified for the hinge assemblies and the radiographic quality weld which the State required.

The specifications required that welds for A514 steel used in the hinge assemblies have no defects except allowed porosity and required that the weld procedure be qualified. This is a high quality weld. It is difficult for us to justify the claimed extreme cost differential between the high quality weld specified and the radiographic quality weld required.

In order that we may determine the extent of the difference, it is necessary that we consult with people knowledgeable about production costs of high quality welds. We will expedite this consultation; however, some time will be required to complete this investigation. We will meet

NOTED
E. S. HUNTER

with your supplier (Portland Wire & Iron) on January 31, 1973, as previously scheduled but do not expect to reach a settlement until after receiving our consultant's report.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE:dh

cc A. E. Johnson
E. S. Hunter
John Jenkins
J. H. Versteeg
Ellis Jones
Ed Rief
Gary Teeter

RECEIVED
JAN 29 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
STATE HWY E
JAN 25 '73
REFER T
FO
Info | Inves | R/D | DIR

DATE January 24, 1973

TO Mr. Walter J. Hart
Bridge Engineer

ROM Leonard I. Lindas
Chief Counsel

SUBJECT 7th Avenue-Willamette River (Eugene)
Eugene-Springfield Highway
Contract 7637
Contractor's Claim for Increased
Weld Quality and Column Hinge Assemblies

NOTED
F. B. KLABOE

I have discussed with R. W. Ellison the contractor's claim for additional compensation for weld quality on column hinge assemblies on this contract.

The contractor maintains that the specifications for weld qualification is not explicit as to the porosity allowed in the welds. They require only that the weld samples for qualification be inspected radiographically. The specifications for weld quality refer to Article 307(b) for porosity allowed but do not indicate whether Section 1 (radiographic quality welds) which allows only 1/16 inch porosity or Section 2 (all other welds) which allows up to 1/2 inch porosity applies. This ambiguity allows the contractor to take his choice.

On past projects the plans and specifications have indicated radiographic quality welds whenever such were required and where no indication was made "other quality" welds were accepted. Based on our past policy and lack of explicit direction in the specifications for this contract, the contractor could logically assume that other quality welds would be accepted on this job.

The specifications for this contract states that welds for A514 steel, of which the hinge assemblies were made, shall contain no defects except allowed porosity and it is the amount of porosity allowable that is covered by Article 307. The requirement that there shall be no other defects except allowed porosity and the requirement that the weld procedure shall be qualified indicate that the weld shall be of high quality. There seems to be some question as to whether production of high quality, as required for A514 steel, would be any more expensive than production of radiographic quality welds.

When the State insisted that radiographic quality welds be produced on these hinge assemblies, the State incurred the obligation to reimburse the contractor for any actual cost necessary to produce radiographic quality welds in lieu of those actually specified for the project.

RWE:dh
cc - George Baldwin
F. B. Klaboe
A. E. Johnson

RECEIVED
JAN 10 1972
FOR FILING

7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 5, 1973

TO J. Versteeg
Region 3 Engineer
Attention J. X. Wilson

ORIGINAL SIGNED
R. W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT 7th Ave.-Willamette River Section
Eugene-Springfield Highway
Bridge No. 9600
Contract 7637
Contractor's Claim for Underdriving of Piles

NOTED
A. E. JOHNSON

The information regarding the contractor's claim for underdriving pile on the subject project has been reviewed by this office and by our Chief Counsel.

The findings support your previous letter to the contractor which indicates there is no basis for the claim and that the quantity for payment of piling will be the total footage in place.

RWE/ag

cc A. E. Johnson
L. I. Lindas
E. Jones
E. L. Hardt
R. J. Wright

RECEIVED
JAN 8 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1972
FOR FILING

7637

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 5, 1973

TO Memorandum to the File

ORIGINAL SIGNED
R.W. ELLISON

FROM R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT 7th Ave.-Willamette River Section
Eugene-Springfield Hwy.
Bridge No. 9600
Contract 7637
Contractor's Claim for Underdriving of Piles

Today I discussed with Leonard Lindas the contractor's claim for underdriving pile on the subject project.

It is his opinion that our specifications are sufficient to allow denial of the claim.

Article 503.38 of the special provisions states "The contractor will not be furnished an 'order list' for the steel piling on this project. The following is a pile list to be used only for the purpose of comparision of bids".

Article 503.81 of the special provisions states "The quantity of steel pile to be paid for will be the total footage in place, measured from the tip of the pile to the plane of the pile cut-off".

It is Leonard Lindas' opinion that these specifications clearly indicate the method of payment and the contractor's claim for underdriving, based on the list which was to be used only for the purpose of comparison of bids, should be denied.

RWE/ag

cc A. E. Johnson
E. L. Hardt
R. J. Wright
L. I. Lindas

RECEIVED
JAN 8 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

I-105-4(115) 7th Ave.-Willamette R. (Eug.) '71
196 Sec., Eugene-Spgfld. Hwy. (Grad., pav.,
#7637 struct. & traf. control devices) #2

C&A 3281 - 10-3-68
~~3633 - 10-3-68~~

5

RECEIVED
DEC 14 1972
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
December 7, 1972

7637

SUBJECT: 7th Ave.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Contract No. 7637
Contractor's Claim: PW&I-Hinge Assemblies, Welding, Etc.

To: J. X. Wilson
Regional Construction Engineer

It is my understanding that at the present time Portland Wire & Iron has reevaluated their claim on the basis of the analysis prepared by the Bridge Office. They are scheduled to meet with John Cloutier, Project Manager, Donald M. Drake Company in Portland on or about December 12, 1972, and will resubmit their claim to this Office through him.

John Cloutier has requested that a meeting be arranged to resolve this problem as soon as possible, preferably shortly after the New Year.

Ellis H Jones
Ellis H. Jones
Resident Bridge Engineer

cc: A. E. Johnson
W. J. Hart

EHJ/jn

RECEIVED
DEC 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1972
FOR FILING

5

7637

NOTED
[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 5, 1972

SUBJECT: 7th Ave.-Willamette River
Eugene-Springfield Highway
Contract No. 7637
Contractor's Claim -Welding

To: ~~Ellis Jones~~
~~Resident Engineer~~

I have looked over the claim analysis prepared by the Bridge Office in connection with the hinge assemblies on the above project. Someone has put a lot of work into this and the presentation appears very complete.

You indicated earlier that the contractor would ask for another meeting to refute some of the items in our analysis. Does he still feel this way or is he willing to accept. We should try to resolve this as soon as possible.

ORIGINAL SIGNED BY J. X. WILSON

J. X. WILSON
Region Construction Engineer

JXW/cw

cc A. E. Johnson ✓
Walter J. Hart

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

s

RECEIVED
DEC 5 1972
FOR FILING

7637

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 1, 1972

SUBJECT:

To: MEMO TO THE FILES

NOTED
A. E. JOHNSON

I attended a Community Action meeting at Whiteaker School in Eugene at 7:30 P.M. on November 28, 1972. Subject under discussion was the temporary ramps from I-105 connecting to 1st Ave. Present from OSHD Robert Royer, Bill Cranford, Hal Versteeg. From Eugene Al Williams, Traffic Engineer, and some forty local citizens.

Bill Cranford and Bob Royer made an excellent presentation of why it was necessary to remove these two ramps to 1st Avenue. Unfortunately no one came to listen but to organize to keep these ramps from being removed. The Action Group plans to take their case to the Eugene City Council with the intent of having the City-State agreement revised.

There seemed to be different factions present with differing reasons for retaining the ramps.

1. Local citizens who want to retain the convenient access to their homes.

2. Truckers who are using the present route and want to continue to do so.

3. Developers and property owners who plan to make considerable money if the ramps are retained.

4. The anti-establishment group who are against freeway and other government planning. They are aware that if these ramps are left in, it will be nearly impossible to connect 126 freeway into I-105 in this area.

RECEIVED
DEC 4 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

It is my recommendation that the present agreement be honored and the ramps be removed on schedule. The hazards and congestion on I-105 that would be caused by leaving these ramps in place are difficult to properly describe. They are very real and it is very important that no changes in the approved plan be permitted.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson ✓
Robert L. Schroeder
Robert E. Royer
William L. Cranford
Ellis Jones
William Anhorn

5

7637

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 29, 1972

TO MEMO TO FILE

FROM Robert E. Royer
Planning Engineer

SUBJECT Community Meeting
Eugene

Hal Versteeg, Bill Cranford and myself attended a community meeting in Eugene on the evening of November 28th to discuss the Highway Division's analysis of the 1st Street ramps from I-105.

The analysis concerning the safety hazards and traffic problems that would exist if the ramps were left in after the completion of I-105 to 6th and 7th Avenues was explained to the 40 to 45 people in attendance. The meeting was then thrown open to a question and answer type discussion.

In summary, they felt that the safety hazards that exist now as a result of the sharp curve in I-105 and the signals at 1st Street are such that it could only be lessened by stringent speed controls (35 MPH) on the curve and by leaving the 1st Street ramps connected to I-105. They also felt that access has been provided to this area and when the ramps are removed, the area will be isolated. According to Mr. M. L. Mesman, 940 Madison (345-0943) much development in the area has been predicated on access being available and that he was totally unaware that these ramps were only temporary.

The group felt that to subject the traffic that would use the 1st Street ramps to hazards inherent in using 6th and 7th Avenues and Blair Boulevard, which involves a grade crossing, ~~would result~~ resulting in time delays, as well as safety hazards, is totally unacceptable and carrying out the closure of the ramps would be very irresponsible.

Some of the solutions to the traffic problems which were mentioned, all of which involved leaving the ramps in, are as follows:

1. If the weave between the Delta Highway and 105 traffic is creating a hazardous situation, the ramp from the Valley River Shopping Center should be closed and that traffic rerouted.

NOTED
R. L. SCHROEDER

2. Construction of bicycle and pedestrian bridges would allow some relief to the traffic congestion.

3. Development of alternate ~~[illegible]~~ Mode of transportation.

4. Force the Southern Pacific Railroad to not block streets.

It appears that the next step that this group will take will be to ask the City Council to take up their cause by requesting the Highway Commission to change the agreement allowing the ramps to be left in.

RER:ap
cc: R. L. Schroeder
J. H. Versteeg
Bill Cranford

RECEIVED
NOV 29 1972
Office of
Assistant State Highway Engineer

5

RECEIVED

FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 24, 1972

TO G. L. Green, Division Engineer
~~R. [illegible] Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-105-4(115)197

ORIGINAL SIGNED BY
FROM R. D. ASBURRY

L. N. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7637 State Force Order No. 10

Project 7th Avenue - Willamette River

Highway Eugene - Springfield

County Lane

This order covers the relocation of the Eugene Water & Electric Board power pole number 2550 to provide a minimum 8 feet clearance with the highest tower lowering device at lighting tower number 23 and the primary electric lines. This adjustment will provide additional safety during the lowering operations of the luminaires.

The estimated cost of this order is $395.00 with Federal participation in the amount of $355.50.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer September 14, 1972.

Your approval as of September 14, 1972 is requested.

Attach.

RMW:dgk

5

RECEIVED
[illegible] 1972

FOR FILING

7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 17, 1972

TO Mr. J. H. Versteeg
Regional Engineer

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

NOTED
A. E. JOHNSON

SUBJECT 7th Ave.-Willamette River
Eugene-Springfield Highway
Contract 7637
Contractor's Claim - Welding

Attached is our analysis of the contractor's claim based on increased weld quality for the hinge assemblies on the subject project.

The analysis indicates that the majority of the claim is not valid. Compensation to the contractor for valid portions of the claim will be made upon their presentation of documentation substantiating costs incurred and review and verification of such costs by the Highway Division Audit Section.

RWE:dh
Attachment

cc A. E. Johnson
Ed Rief
John Jenkins
Ellis Jones
H. A. Schell

RECEIVED
NOV 20 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CLAIM ANALYSIS BY OSHD
November 16, 1972

7th Ave.-Willamette River
Contract No. 7637
Contractor's Claim
Radiographic Quality Welds
Hinge Assemblies

Donald M. Drake Co., contractor on the subject project has submitted a claim in behalf of their supplier, Portland Wire & Iron Works, indicating that R. W. Ellison's letter of November 5, 1971, caused an increase in the quality of welds for the expansion hinge assemblies in order to comply with an extremely rigid specification which was not a part of the original contract. PWI requests additional compensation because of this alleged increased weld quality.

PWI also requests additional compensation because the State did not reduce the requirements of the specifications regarding stress relieving of these hinge assemblies early enough to suit PWI's desires.

On November 5, 1971, R. W. Ellison wrote to Mr. Ed Rief, Inspection Engineer, regarding inspection of the expansion hinge assemblies. Mr. Rief then informed PWI that radiograph or ultrasonic inspection would be required for side plate groove welds and magnetic particle inspection would be required for fillet welds.

Actually, groove welds were ultrasonically inspected and fillet welds were inspected by magnetic particle method.

Shop drawings dated 11/1/71 indicate it was PWI's intention to use ultrasonic inspection on these assemblies prior to the date of R. W. Ellison's letter. This indicates that the letter did not change PWI's stated procedure and did not effect the cost of fabrication using that procedure.

GROOVE WELDS

Article 102 (c) of the Standard Specifications for Welded Highway Bridges and Incidental Structures requires that procedure for welding of ASTM A 514 steel shall be qualified in accord with Articles 502 and 503.

Article 502 requires that welding procedures for A 514 steel be prequalified by test as prescribed in Appendix A.

Appendix A (Art. A 107) requires that the test specimens produced for procedure qualification be radiographically tested for soundness.

Article A 109 (a) 7 requires that for procedure qualification the weld must conform to the requirements of Art. 307 including 307 (b) 1 (Radiographic Quality Welds) except that for A 514 steel there shall be no defects other than allowable porosity.

Article A 101 limits the tolerances of variables between weld qualification and production welding. Such control over welding parameters will produce production welds of a quality similar to that produced by weld qualification tests.

By following the approved welding procedure, limits on welding parameters, requirements of workmanship (Section 3), and prescribed technique (Section 4), the production welds produced should be of radiographic quality.

PWI did qualify their welding procedure for groove welds in accord with the project specifications.

It is possible that when using the qualified procedure a weld defect could be included in the work. Such a defect might not be found if ultrasonic inspection were not used. By using ultrasonic inspection, such inadvertant defects in welds made with the qualified procedure can be located. Ultrasonic inspection does not change the quality of weld required since this was defined by the qualified procedure, but it does locate any inadvertant defects which may exist. Since ultrasonic inspection was used on these hinges the cost of repairing any defects found by such inspection, which would not have been located otherwise, and which were rejectable under Article 307 (b) 1 but not rejectable under other sections of Article 307, are the responsibility of the State.

Article 108 states that all welding shall be subject to nondestructive testing and that costs of inspections, other than furnishing radiographs as required in Art. 606 and incidental costs of moving welded members into position for inspection, are a responsibility of the State. Article 607 (b) states that at the Engineer's option, any nondestructive tests may be used for examination of weld passes or completed welds at State expense. Article 607 (j) states that for A 514 steel all fillet welds and all other welds except the butt welds tested in accord with Article 607 (i) shall be inspected by magnetic particle method at the State's expense. Inspection of groove welds was done ultrasonically instead of by magnetic particle.

On February 23, 1972, the State's Materials Engineer, John Jenkins, revised by letter the basis of weld acceptance by ultrasonic inspection. After that date the repair of any weld defects which were rejected under Section 307 (b) 1 is the responsibility of the State.

The first ultrasonic inspection of groove welds was done on March 7, 1972.

In addition to specified weld procedure qualification tests, the State required that welder and welding operator qualification plates be radiographed. This is outside the requirements of the project specifications. The additional costs of taking welder qualification radiographs and the cost of additional testing materials as a result of welder's failing to meet radiographic requirements are the responsibility of the State.

The cost of ultrasonic inspection of welds is also the responsibility of the State.

FILLET WELDS

Section 102 (c) of the Standard Specifications for Welded Highway Bridges and Incidental Structures requires that the procedure for welding A 514 steel be established by qualification in accord with Articles 502 and 503.

Article 502 requires prequalification by test in accord with Appendix A.

Appendix A requires that the qualifying tests produce fillet welds which will pass the fracture test, macro etch test, the keyhole "T" bend test, and hardness tests.

PWI did prequalify their welding procedure in accord with project specifications (see OSHD laboratory records).

Article 607 (j) (Magnetic Particle), states "For A 514 steel, all fillet welds and all other welds except the butt welds tested in accordance with Article 607 (i) shall be tested."

In addition to the above, the welds must meet the requirements of Article 307 (Quality of Welds) which requires, among other things, that the welds shall have no cracks nor incomplete fusion nor any porosity or fusion-type defect of greater than 1/8" in size (for 3/8" fillet weld).

The fillet welds involved (face plate to main side plate) were inspected by the magnetic particle method which is capable of detecting crack defects near the surface only. The quality of weld necessary to pass magnetic particle inspection is no greater than the quality of fillet welds required by the specifications. The actual level of inspection required a weld quality no better than that specified for the project.

Any claim PWI has for additional compensation because the fillet welds were inspected or because of a change in quality required by inspection is not valid and must be denied.

In accord with Article 607 (j) the actual inspection work was paid for by the State.

STRESS RELIEVING

PWI claims that the State's tardiness in deciding to eliminate stress relieving by heat treatment from the project specifications caused them delay.

They maintain that if the State had made such a decision by November 15, 1971, the full production fabrication of hinge assemblies could have begun three weeks earlier than the actual starting date of February 2, 1972.

On November 3, 1971, the State received for approval a welding qualification procedure for welds from PWI. On November 18, 1971, shop drawings for the hinge assemblies were received. Both of these items contained provisions for stress relieving by heat treatment. On December 3, 1971, both items were returned to PWI with the notation that stress-relieving by heat treatment would not be required. After receiving notification that the specified stress relief was not required, a lack of welding flux compatible with non-stress relief would have hindered the start of welder qualification plates. PWI could have received the required flux within two days; however, this was not a delay since they were not prepared to start welding procedure qualification plates until many days later. Mr. Amil Killin, Quality Control Engineer for PWI on this project, was not on the job until December 1, 1971, and welder qualification tests which were to be performed under his guidance did not begin until December 15, 1971.

Based on the date of submittal and other circumstances, it appears that notice to PWI regarding stress relieving by heat treating was timely and did not constitute an excessive delay.

From the State's past experience it appears that if PWI had been fully prepared with equipment, materials and experienced welders, the qualification of welding procedures and welders should have taken between two and three weeks. Actually, qualification began on December 15, 1971, and weld procedure tests were not completed until February 8, 1972, a period of almost eight weeks.

PWI did not have their 3/8" fillet weld procedure for automatic submerged arc approved until February 8, 1972 (see OSHD Lab record #994897). Prior to approval of this procedure, PWI could not be in full production fabrication. Thus the date of full production fabrication was not determined by the State's decision to eliminate from the specifications the requirements for stress relieving by heat treatment but by PWI's tardiness in completing weld procedure qualification testing and lack of personnel.

LABOR

Portland Wire and Iron presents evidence to substantiate their claim of an extensive background with close tolerance A 514 weldments. Exhibit A covers thirteen prior projects which total 85,961 pounds with a maximum individual project of 26,403 pounds and a minimum of 546 pounds. This does not appear to be an extensive background or experience. The subject project amounts to 193,922 pounds which is over twice the total previous experience indicated by PWI.

Exhibit A does not indicate that prequalification of weld procedures and limitations on the deviation from procedure similar to those specified by the State were used on past A 514 projects done by PWI.

It also does not indicate the cost of producing any of the weldments listed. It only shows the selling price of fabricated steel. If the selling price reflects the cost, then five of the 13 past projects listed, which total 56,603 pounds or 63% of the total listed, sold for an average price of $.78 per pound which is greater than the selling price of $.75 listed for the subject hinge assemblies. Removal of miscellaneous metal from past projects would make the price of the A 514 steel even higher. If the welds on past projects were not subject to procedure qualification similar to those specified by the State, the addition of such work would add even more to the cost. The total selling price for the subject hinges, as shown on Exhibit A, is the same amount as the initial estimated production cost shown on page 2. Evidently PWI anticipated selling these units to the contractor at cost with no profit for PWI. This does not seem reasonable.

Exhibit B indicates higher labor cost factors when comparing radiographic quality A 588 weldments with nonradiographic quality A 441 and nonradiographic quality A 36 steel. No labor cost comparison is made between radiographic quality A 514 steel, as used on this job, with past A 514 projects of any quality.

The actual value of Exhibits A and B is somewhat in doubt.

PWI presents general information to support their claim of additional labor costs. The basis for the main portion of these costs is their contention that the quality of weld was increased over that originally specified for this project. As indicated above, this is an incorrect assumption, thus the main portion of the labor claim is void.

PWI also contends that they encountered additional specification and design changes which caused increased labor costs. These included problems with bowed plates, laminations in plates, plate defects, temporary welds, vibratory stress-relieving, plate surface defects, and a problem with dye penetrant.

The problem with the bowed plates centered around PWI's misinterpretation of verbal communication from Mr. Ed Rief. This communication, indicating the State would not accept the bowed plates, was issued Friday afternoon, March 3, 1972, and was at that time misinterpreted by PWI to be a shut-down order. The following Monday morning, March 6, 1972, the misinterpretation was cleared up. There were other areas not immediately effected by the bowed plates where work should have been continuing. The misinterpretation of a stop-work order should have effected only the work on bowed plates, not the entire hinge assembly project. Mr. Rief's comments regarding nonacceptability of the bowed plates was not a shut-down order. The decision to halt work was made by PWI and is their responsibility.

Laminations, defects, surface defects, and temporary welds were a problem because they were outside of the limits of the specifications for this project and are the responsibility of PWI. The steel supplier acknowledged that a large quantity of the plate was defective and replaced same.

In order that delivery of assemblies could be expedited, the State in effect changed the specifications by accepting some noncritical plate defects and fabrication defects which were not allowed by the project specifications. Included were out-of-tolerance plates, boxes out-of-square, boxes and base plates were bowed, pins were short, pinholes did not clean up in machining, components not in accord with plan dimensions. In one instance an assembly was used which normally would have been rejected. Through selective placing the assembly was positioned in the location of lowest stress and was considered suitable for use at that location only. This was done in an effort to expedite construction of the structure. Such acceptance resulted in a substantial savings to PWI.

PWI began assembly of hinges prior to submission of the member welding sequence required by the project specifications. Prohibition of such assembly by the State would have resulted in additional costs to PWI.

The project specifications required stress relief by heat treatment for the hinge assemblies. This type stress relieving was eliminated early in the project and later replaced by a certain amount of vibratory stress relieving. Any documented increase in cost due to the change in type of stress relieving is the responsibility of the State.

In summary, the additional labor costs which are the responsibility of the State are the costs involved with removing dye penetrant from a few partially assembled hinges components Stress relieving is covered under "Extra Service Cost."

A saving to PWI which was not mentioned in the claim was the changing of base plate welds from groove to fillet. In May, 1972, PWI personnel informed Mr. Rief that through this change PWI reduced the cost of welding the base plates from $900 each prior to the change to $375 each after the change.

MATERIALS

Item 1, Replacement of one partially completed base assembly. The 18" plate lamination which opened during fabrication was visible to the unaided eye. Repair was allowed but was found to be unsuccessful when checked by ultrasonic inspection. It was determined that satisfactory repair of a lamination of that magnitude would be impossible in its position in the assembly and the plate was rejected along with one of the check plates which was found to contain edge laminar discontinuities greatly exceeding the 20 percent length allowed by the specifications. This item is not allowed.

Item 2, Replacement of six 1 1/4" cheek plates. These plates were determined to be unacceptable due to plate discontinuities. Some discontinuities were located visually, some by magnetic particle or dye and some by ultrasonic inspection. After being discovered, discontinuities were evaluated by ultrasonic inspection to determine acceptability as an injurious defect. Rejection of plates on the basis of injurious defects is allowed by ASTM A-6 which is included in the project specifications. This item is not allowed.

Item 3, Replacement of 24,000 pounds of A 514 plate. These plates were rejected because of surface and edge imperfections. The specifications do not state that defect rejections must be made on the basis of as-rolled condition. ASTM A 6 refers to defects found in the shop. Some defects were found prior to wheel-a-brating and some after. In either case they are imperfections and if of sufficient magnitude are rejectable per the project specifications. This item is not allowed.

Item 4, Extra jig and fixture materials. These items were evidently needed in order to accelerate the work and facilitate delivery of hinge units to the job site. PWI claims the need for acceleration was caused by a slowdown attributable to an increased weld quality. As indicated above, the quality of weld produced was in accordance with the specifications. The quality was defined by the procedure qualifications and maintained by the limits on welding parameters, requirements of workmanship and prescribed technique.

Any delay attributable to the State must be substantiated with detailed documentation. Until such delay is established, the need for additional jigs and fixture material is the responsibility of PWI and this item must be disallowed.

The State's records indicate that much delay was caused by malfunctioning equipment, unavailability of equipment, unavailability of materials and scheduling conflicts.

Item 5, Miscellaneous supplies. It appears that this item covers supplies for extra welder qualification tests required because of radiographic inspection of test plates. Also covered are supplies not associated with such tests. The State is responsible for miscellaneous supplies required for the extra welder qualification tests. PWI is responsible for other miscellaneous supplies listed.

Item 6, Extra welder qualification test plate material. This item includes material required by project acceleration and additional testing caused by radiographic inspection of welder test plates. The portion attributable to test plate failure because of radiographic examination is the responsibility of the State. Extra material required because of project acceleration is the responsibility of PWI.

In summary, the following are considered to be valid claims:

Miscellaneous supplies required for extra welder qualification tests because of radiographic inspection of test plates and welder qualification test plate material required for the same reason.

Outside billings and other cost-supporting documentation must be submitted to substantiate the costs incurred by this extra work.

EXTRA SERVICE COST

Item 1, Ultrasonic weld inspection. Radiographic inspection (or ultrasonic inspection in lieu of radiographic) was not required by the plans or specifications and per Article 607 the State is responsible for the cost of such inspection.

Item 2, Vibratory stress relief. Per the contract plans, PWI is responsible for stress relief by heat treatment for all weldments (24 base assemblies and 12 links). Stress relief by heat treating for all weldments was eliminated because of the Type A 514 steel used. Vibratory stress relief was later required for a limited number of the weldments (10 base assemblies and 4 links). The State is responsible for actual cost of vibratory stress relief in excess of the estimated cost of stress relief by heat treatment. Actual billings and other cost documentation for vibratory stress relief actually performed must be submitted along with a detailed estimate of stress relief by heat treatment as required by the contract in support of the claimed additional cost.

Item 3, Radiographic Processing of welder qualification plates. Radiographic inspection of these plates was not required by the original project specifications. Such inspection was imposed by the State after contract award and is the responsibility of the State.

Item 4, Cost of machining the bottom and base plate of twenty "BP" base assemblies. This change was requested by PWI for their convenience and included substituting fillet welds for the originally specified base plate groove welds. As a result an 80-pass groove weld was eliminated and replaced by a 3-pass fillet weld. As stated above, PWI personnel indicated that this reduced the base plate welding procedure cost substantially. Any costs involved with this change are the obligation of PWI.

In summary, the items allowable under Extra Services Cost are vibratory stress relief costs in excess of specified stress relief costs, magnetic particle inspection costs, and radiographic inspection of welder qualification plates.

PWI should present detailed cost breakdowns and cost support documents for all allowable portions of claims indicated above. A price agreement covering same will be written after all costs are verified and approved by the Highway Division Audit Section.

RECEIVED
NOV [illegible] - 1972

FOR FILING

7637

November 3, 1972

Mr. Don Powell, District Representative of
Hon. John R. Dellenback
United State Representative
Post Office Box 1436
Eugene, OR 97401

Dear Mr. Powell:

I have now completed the origin-destination survey of truck traffic on the I-105 freeway now using the First Avenue ramp.

An O-D study indicates 105 trucks leaving the freeway via First Avenue during a 12-hour survey taken October 11 and 12. Of these vehicles, 91 were destined to locations southerly of the Southern Pacific railway, necessitating a crossing at grade of that facility. It does not appear, therefore, that continuance of this ramp should be considered inasmuch as it would prolong the at-grade crossing problem indefinitely.

More critical would be an attempt to continue the on ramp from First Avenue to the freeway for vehicles bound northerly across the river. Due to the bridge configurations, an accelerating ramp could not be incorporated into the final design since all trucks (and cars) coming up the ramp would be required to come to a stop condition and then enter directly into the freeway traffic. This would not be acceptable to us nor to the users from a safety standpoint. I think, therefore, we must continue on our original plan which proposes closing these ramps when the crossing of the tracks and connections to 6th and 7th Avenues are completed.

Very truly yours,

Tom Edwards
State Highway Engineer

TE:ms
cc George M Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
J. H. Verstoeg

OREGON STATE HIGHWAY DIVISION
Planning Section
Transportation Studies Unit

1ST AVENUE-I-105 RAMPS IN EUGENE

10-18-72

The temporary ramps at 1st Avenue and I-105 are scheduled to be closed upon completion of I-105 and the 6th-7th Avenue ramps. The question has been raised, by trucking and business interests, as to whether or not the ramps should be left open to traffic.

The Assignment

Survey the truck use of the 1st Avenue ramps relating to the industrial areas immediately to the west.

In particular:

1. Identify any problems concerning safety, and
2. Estimate the traffic impact on these immediate industrial areas if the ramps are closed, or left open.

Accordingly, a truck license plate survey and other observations were made on October 11 and 12, 1972. A 12-hour period was covered between the hours of 6 AM and 6 PM.

Summary and Conclusions

The 1st Avenue ramps should be closed for reasons of safety. The weave distance north of the ramps on I-105 appears satisfactory, but the ramps themselves would not be adequate. It does not appear that they could be made adequate without widening the structure over the Willamette River.

Further, the route used by trucks traveling 1st Avenue into the industrial areas have dangerous turn situations on certain city streets. These dangerous turns will be substantially eliminated by the route trucks will take when using the 6th-7th Avenue ramps.

For much of the truck traffic, the 6th-7th Avenue ramps will be within one minute of being as fast as the present 1st Avenue route.

A moderate size truck terminal is located at Adams Street and 1st Avenue. At least two companies operate from this terminal, I-5 Freight Lines, Inc., and Trans Western Express. These operations will probably be the ones most adversely affected by the closure of the 1st Avenue ramps. However, the time delay experienced by these companies by having to use the 6th-7th Avenue ramps should not exceed two to two and one-half minutes per truck trip.

Conduct of the Survey

At Observation Point #1, trucks were observed using the off-ramp at 1st Avenue, turning and proceeding west on 1st Avenue. Table 1 shows this truck traffic by hour. Also shown is a manual count of the same movement made in April 1971. Trucks were again observed at Observation Point #2 at 1st Avenue and Van Buren Street. See Map #1 for location of Observation Point #1 and #2.

The industrial areas to which these trucks went are also shown on Map #1. Industrial Area 'A' (blue) contains the I-5 Freight Lines Inc. truck terminal and other industry. Area 'B' (green) includes industry out River Road and to the northwest. Area 'C' (purple) is the largest industrial area and drew the greatest number of trips.

During the 12-hour survey, 105 trucks turned right off the 1st Avenue ramp and proceeded west. A number of these trucks turned off on Monroe, or somewhere else along 1st Avenue, before reaching Industrial Area 'A' (about one-half is estimated). Some of these trucks appeared to be connected with the I-105 construction work. At any rate, 41 trucks (39%) had either turned off 1st Avenue or entered Industrial Area 'A' before reaching Observation Point #2.

Entering Industrial Area 'B' were 14 trucks (13%). The remaining 50 trucks (48%) turned south on Van Buren and went to destinations south and west of Observation Point #2. This dispersion of trucks are shown in red on Map #1.

Ten of the trucks were also followed to their destinations. All of them went within Industrial Area: 'A', 'B' or 'C'. None of the ten were "through" trucks.

In following these ten trucks, dangerous turning situations were observed turning from 1st Avenue left onto Van Buren Street. Also in turning right from Van Buren Street onto 2nd Avenue. At both intersections, turning radii are insufficient and streets are narrow. Large five-axle semis cause traffic blockages in all directions, run over curbs as much as ten feet and swing far into opposing lanes before beginning a turn. In one case, a stoppage of about three minutes was observed at 1st Avenue and Van Buren while a Reed Fuel Company truck waited for autos on Van Buren to back up and maneuver out of his way before he could complete his left turn.

When the 6th-7th Avenue ramps are completed, these particular danger situations will be relieved. Trucks can go into Industrial Areas 'B' or 'C' via Blair Boulevard and have the advantage of a wider street and less than 90 degree turns.

Travel Time Comparisons

Map 2 shows travel paths between a common point on I-105 and two selected destination points. Destination Point #2 coincides with Observation Point #2 and is at 1st Avenue and Van Buren Street. Destination Point #1 is about in the center of Industrial Area 'C', on 2nd Avenue.

A comparison was made between the presently traveled 1st Avenue route (red) and the 6th-7th Avenue route (blue) to be used when I-105 is complete.

Table 2 shows this tabulation using posted speeds for one comparison. A second comparison is shown using computer assigned speeds (which recognize traffic delays).

The estimate of two to two and one-half minutes delay to I-5 Freight Line Truck Terminal traffic is based on this table. To a time penalty of about 1.30 minutes to Destination #2, I added an additional one-half to one minute. This should be ample, the distance from Destination #2 to the truck terminal being just two blocks. The I-5 Freight Line Truck Terminal is shown on Map #2 as a yellow dot.

Conclusions

The attached letter from Mr. Robert E. Royer documents the unsafe conditions inherent in the temporary type design of the 1st Avenue ramps, if used after I-105 is completed.

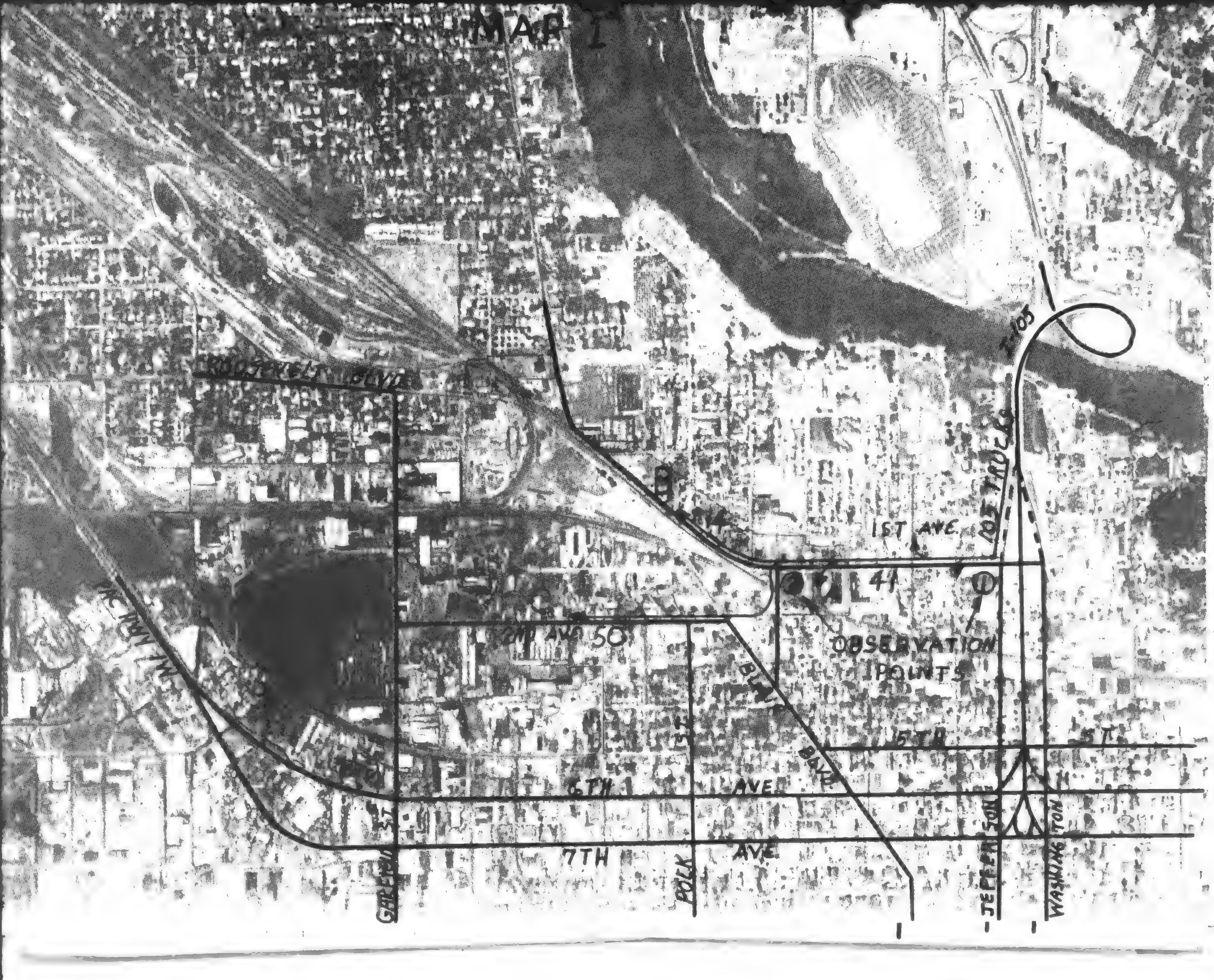
The previously mentioned turning safety problems on city streets will be alleviated, or eliminated, by closing the 1st Avenue ramps.

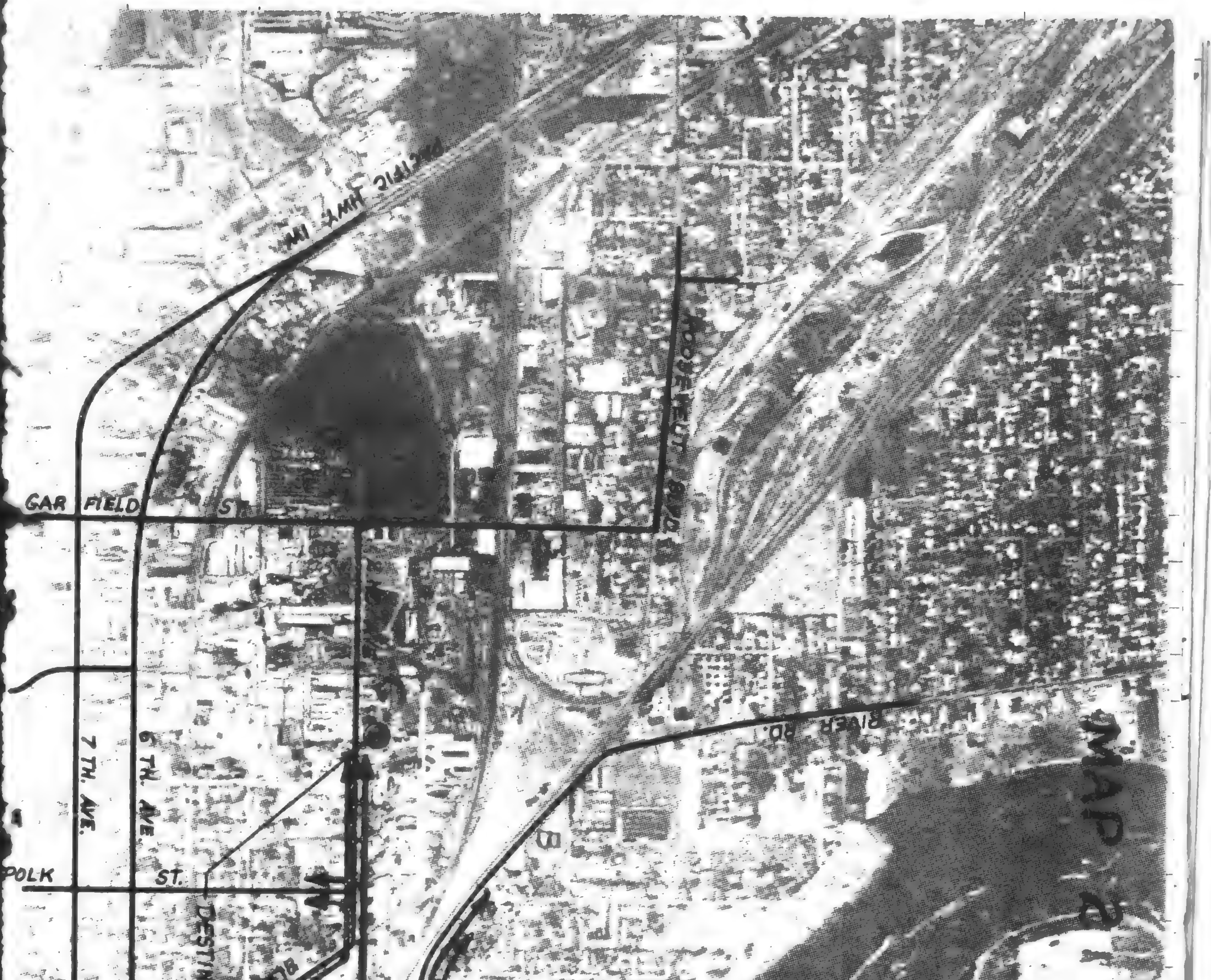
Another factor in favor of truck traffic via the 6th-7th Avenue ramps is that none of the trucks destined for Industrial Area 'C' would have to cross the railroad tracks as they now do via the 1st Avenue route. This freedom from rail interference could result in substantial time savings more than off-setting the slight travel time penalty.

Only Industrial Area 'A' would appear to suffer very much of a time delay and certainly the anticipated two minute delay is modest. Further, the number of trucks going to Industrial Area 'A' is also modest, probably in the neighborhood of 25 per day.

William L. Cranford
Project Engineer
October 18, 1972

MAP I


I-105
105 TRUCKS
1ST AVE
41
OBSERVATION
POINTS
ROOSEVELT BLVD
2ND AVE 50
BLAIR BLVD
PAC HWY W
5TH ST
6TH AVE
7TH AVE
POLK ST
GARFIELD ST
JEFFERSON
WASHINGTON



MAP 2

PACIFIC HWY 11
ROOSEVELT BLVD
GAR FIELD ST.
7 TH. AVE.
6 TH. AVE.
POLK ST.
DESTINATION POINTS
BLAIR BLVD
RIVER RD.
1 ST AVE
JEFFERSON ST.
WASHINGTON ST.
I-105

Form F-49

TABLE 1

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET 1 **OF** 1 **SHEETS**

ESATS - TRUCKS TURNING WEST FROM 1st AVENUE - I-105 OFF-RAMP.

OBSERVATION POINT #1

HOUR - [illegible] D.T.	OCT. 11&12 1972	APRIL 28&29 1971
6-7 AM	1	2
7-8	4	7
8-9	2	5
9-10	10	8
10-11	17	9
11-12	18	7
12-1 PM	3	10
1-2	9	3
2-3	10	8
3-4	8	16
4-5	16	11
5-6	7	4
	105	90

SUMMARY BY AXLE BY GENERAL DESTINATION

	2 AXLE	3 AXLE	4 AXLE	5 AXLE	TOTALS
TRUCKS TO INDUST. AREA A & 1st AVE	24	10		7	41
TRUCKS TO INDUSTRIAL AREA B	7	4	1	2	14
TRUCKS TO INDUSTRIAL AREA C	32	10		8	50
TOTALS	63	24	1	17	105

Form E-46

CRANFORD OCT. 15.

TABLE 2

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SH

SHEET 1 **OF** 1 **SH**

ESATS - TRAVEL TIME COMPARISON

FROM COMMON POINT ON I-105 TO SELECTED DESTINATIONS SHOWN ON MAP 2

		MINUTES		MINUTES	
	DISTANCE (Miles)	POSTED SPEED TRAVEL TIMES	DIFFERENCE IN TIME (PENALTY)	COMPUTER TRAVEL TIMES	DIFFE TIME (
TO DESTINATION POINT #1					
VIA 1ST AVE RAMPS	1.10	2.30		2.96	
VIA 6TH-7TH AVE RAMPS	1.55	2.92	0.62	3.35	0.3
TO DESTINATION POINT #2					
VIA 1ST AVE RAMPS	0.52	1.05		1.50	
VIA 6TH- 7TH AVE RAMPS	1.17	2.37	1.32	2.85	1.35

Salem, Oregon
September 23, 1971

Frank Hall
Design Engineer

B U I L D I N G

Attention: A. D. Olson

1st Avenue Ramp Closure
7th Avenue-Willamette River (Eugene) Se
Eugene-Springfield Highway (I-105)
Lane County

The following is in response to your request regarding the closure of the First Street ramps on the 7th Avenue-Willamette River section of the Eugene-Springfield Highway (I-105).

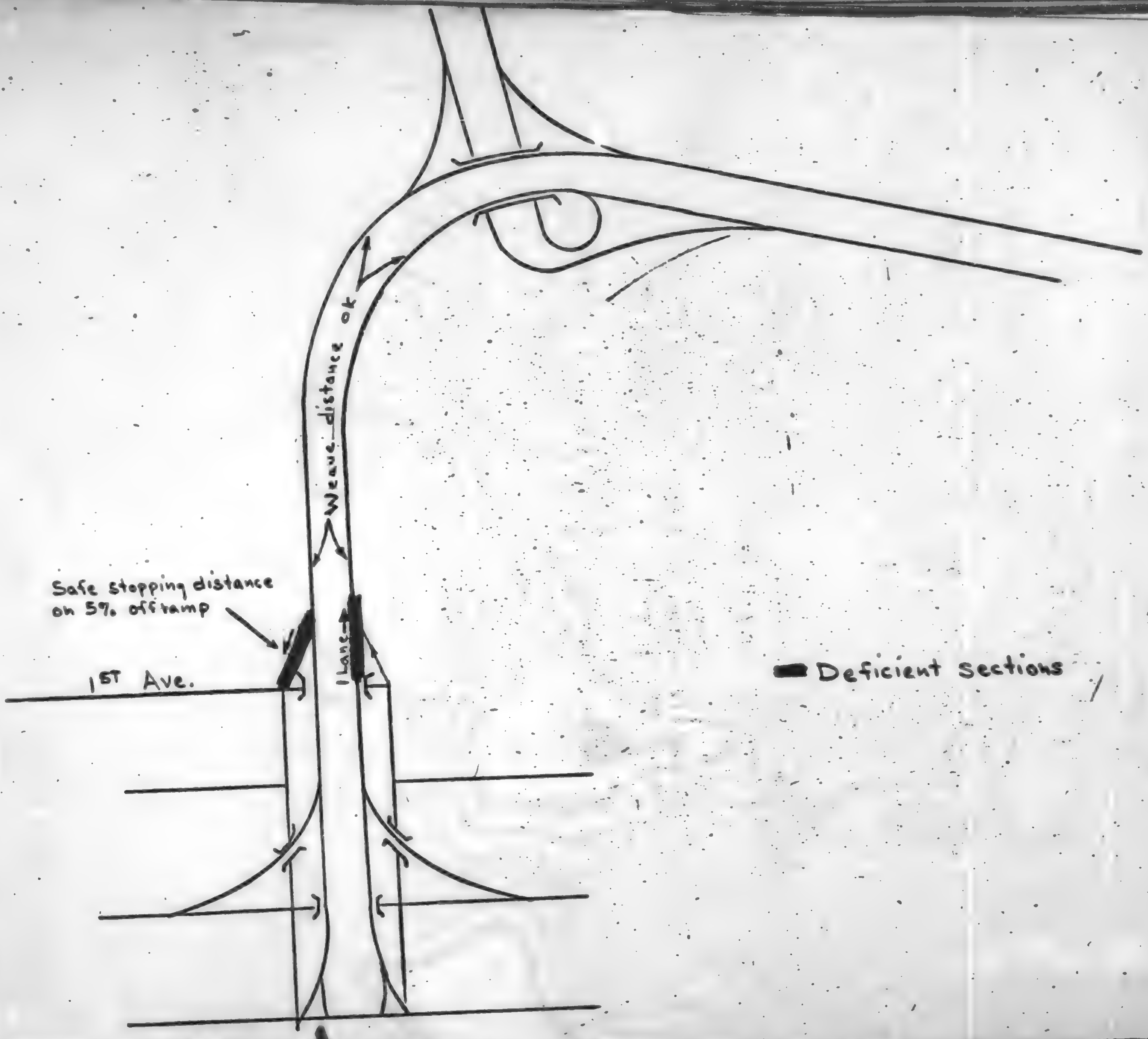
Analysis of the southbound off-ramp for 1976 traffic indicate a deficiency in safe stopping distance. Assuming the freeway speed at the ramp exit is 50 MPH, the safe stopping and storage distance required is 920 feet. The length of off-ramp provided is 560 feet for stopping and storage of vehicles. For a stopping and storage distance of 560 feet, speeds on the freeway would have to reduce to 35 MPH or less.

Vehicles accelerating from 1st Avenue northbound onto the freeway will cause a capacity deficiency on the freeway since no acceleration lane is provided. The on-ramp traffic will use Lane 1 as an acceleration lane forcing the 1,560 vehicles per hour from 6th and 7th Avenue to use Lane 2 resulting in a Level of Service 'D' operation for this section.

Weave analysis show Level of Service 'C' operation for this section.

Robert B. Royer
Planning Engineer

TS:ap


Safe stopping distance
on 5% off ramp
1ST Ave.
1 Lane
Weave distance ok
▬ Deficient Sections

RECEIVED
NOV 7 1972

FOR FILING

7637

ORECON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 2, 1972

TO Walter J. Hart Gary Teeter
John Jenkins
Ed Rief

FROM
R. W. Ellison R.W. Ellison
Bridge Administration Engineer

SUBJECT
7th St.-Willamette River Sec.
Eugene-Springfield Hwy.
Contract 7637
Claim - Increased Weld Quality

NOTED
A. E. JOHNSON

Attached is a copy of Portland Wire & Iron Works' claim relative to increased weld quality for hinge assemblies on the subject project.

Also enclosed is an analysis of the claim which was written in this office. Please review the analysis and be prepared to criticize all phases of same during a meeting in Walter Hart's office at 1:30 p.m. on Monday, November 13, 1972.

Your criticism, comments, additions, deletions, and analysis are requested at that time in order that we may present the contractor with a well-organized answer based on fact. It is hoped the answer to the contractor can be presented by November 17.

RWE/ag

cc A. E. Johnson w/attach.

RECEIVED
NOV 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CONTRACTORS DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 228-3881

Reply To:
210 Washington Street
Eugene, Oregon 97401
Telephone (503) 343-8857

June 6, 1972

Oregon State Highway Department
2191 E. 15th. Avenue
Eugene, Oregon 97401

Attention: Ellis H. Jones, Resident Engineer

Subject: 7th. Ave. to Willamette River (Eugene) Section
Eugene - Springfield Highway, Contract 7637
Claim for additional compensation to complete
extra work on A514 Hinge Assemblies

Gentlemen;

Transmitted herewith is Portland Wire and Iron Works' claim for additional compensation to cover the cost of added work to fabricate the A514 Hinge Assemblies.

The changes involved are a result of instructions, revisions, inspection and other items made directly by your agency to Portland Wire and Iron Works.

The documents included herewith are as follows:

1. Seven each bound copies of Portland Wire and Iron Works statement of claim.
2. Seven each prints of a C.P.M. Schedule that indicates, Actual Job Sequence, Man Hour Graph and Bid sequence for the completion of the A514 Hinge Assemblies.

The total amount of Portland Wire and Iron Works' claim is $ 149,186.01. In accordance with the applicable sections of the standard specifications our allowable markup is 15% of the added cost of this material item or $ 22,377.90. The total amount of the claim is therefore $ 171,563.91.

We respectfully request a meeting at your earliest opportunity to resolve this matter and satisfy payment.

Sincerely yours,

DONALD M. DRAKE CO.

John Cloutier

John Cloutier
Project Manager

RECEIVED
JUN 9 1972
BRIDGE DIVISION

JC;jlr
cc: 6

CLAIM FOR EXTRA WORK

A514 Expansion Hinge Assemblies
OSHD Contract No. 7637
7th Avenue to Willamette River (Eugene)
Section, Eugene-Springfield Highway

PORTLAND WIRE & IRON WORKS, SUPPLIER
DONALD M. DRAKE CO., GEN., CONTRACTOR
MAY 30, 1972

TABLE OF CONTENTS

Page 1	STATEMENT OF CLAIM
Page 2	CLAIM AMOUNT SUMMARY
Page 3 - 8	LABOR CLAIM BREAKDOWN AND STATEMENT
Page 8 - 11	MATERIALS CLAIM BREAKDOWN AND STATEMENT
Page 12 - 13	SPECIAL SERVICES CLAIM BREAKDOWN AND STATEMENT
Page 3A	EXHIBIT A "COMPARISON OF PW&IW FABRICATED A514 STEEL IN 1971, AND THE ESTIMATED COSTS FOR THE A514 EXPANSION HINGE ASSEMBLIES."
Page 3B	EXHIBIT B "COMPARISON OF PW&IW STEEL FABRICATION WITH AND WITHOUT RADIOGRAPHIC WELD QUALITY."

STATEMENT OF CLAIM

Except for the general form and quantity, the (12) expansion hinge assemblies that Portland Wire & Iron Works is fabricating today are totally different from those called for on the original plans and specifications. Vague

PW&IW met with O.S.H.D. to discuss this job on October 22, 1971. Following this meeting, job requirements began to change and did not stabilize until April 10, 1972, approximately 6 months from the time we received our order to proceed.

We have cooperated with all job changes and have added men, equipment, premium shifts and overtime in order to minimize the delays caused by the changes. O.S.H.D. has materially increased the quality of the workmanship in the finished product and PW&IW has produced it. [redacted] As these factors were not a part of the original contract, we request your payment of these charges as extra work.

CLAIM AMOUNT SUMMARY

LABOR		
PROJECTED ACTUAL AMOUNT	$198,551.00	
INITIAL ESTIMATED AMOUNT	71,668.80	
ADDITIONAL CLAIM AMOUNT	$126,882.20	$126,882.20
MATERIAL		
PROJECTED ACTUAL AMOUNT	$ 98,520.13	
INITIAL ESTIMATED AMOUNT	83,846.18	
ADDITIONAL CLAIM AMOUNT	$ 14,673.95	$ 14,673.95
SERVICES		
PROJECTED ACTUAL AMOUNT	$ 15,824.86	
INITIAL ESTIMATED AMOUNT	8,195.00	
ADDITIONAL CLAIM AMOUNT	$ 7,629.86	$ 7,629.86
TOTAL ADDITIONAL CLAIM AMOUNT		$149,186.01

Page 1 says these are increased fabrication costs

Projected actual amount = 198,551
98,520
15,824
$312,895.00

Initial estimated amount = 71,668
83,846
8,195
$163,709

LABOR CLAIM BREAKDOWN AND STATEMENT

① Rigid controls on the welding operations, which increase costs of fabrication, were imposed following a November 5, 1971 directive stating that radiographic inspection was required under the standard specification. This directive [redacted] (ref. our letter of March 23, 1972), the first in a series of changes and decisions which were to adversely affect the economical fabrication of these units for the duration of the job. [redacted] (which we took exception to following [redacted] first full review of the job in February) and succeeding changes and decisions drove the labor costs of the fabricated units to the projected level. ? what are they ?

② Estimated manhours were based on the knowledge gained through forty years of general steel fabrication and an extensive background in the fabrication of "T1" steel weldments. Exhibit A and B (attached) compare other fabrication with the hinge assemblies. [redacted] Generally, these are lighter plate, resulting in a higher average cost per pound than heavier plate weldments of the type built for this job. Exhibit B illustrates how radiographic weld quality fabrication will compare with similar fabrication without radiographic weld quality on a manhour per pound basis. It has been our experience that this ratio (labor for radiographic quality fabrication = 2 1/2 times the labor for non-radiographic quality fabrication) increases as more exotic steels are introduced.

③ A thorough review of the original estimate has reaffirmed that it would have been possible to fabricate these (12) assemblies for the estimated hours had the job remained the same as bid. The attached exhibits substantiate this fact.

④ Weld quality of the degree required by Mr. Ellison's letter of November 5, 1971 (limiting defect size to 1/16" maximum rather than 1/2" maximum) dictates the only method of construction. We must control the fabrication processes to the degree necessary to eliminate or at least minimize the occurrence of a weld defect no larger than 1/16". Each groove weld requires approximately 80 passes to complete, each pass having the possibility of leaving a defect requiring repair. Greatly increased labor costs are a direct result of the extra controls put into effect for this job. Without these controls the risk exists of extensive weld repair, the cost of which could far exceed that of controlled fabrication. Repair of each defect is a difficult and costly operation, and because of the configuration and manual welding process used, each repair always has the possibility of leaving a new defect causing further delays and costs. These controls were successful in attaining the degree of quality required by the Bridge Division and provided the only satisfactory and economical means of completing the units.

(LABOR, CONTINUED)

⑤ Establishing and maintaining this quality greatly increased the labor hours required to fabricate the units.

⑥ The increase in labor resulting from the change in weld quality was further compounded by subsequent delays, changes, decisions, and action which adversely affected production.

⑦ Full production fabrication started on February 2, 1972. A start date approximately 3 weeks earlier could have been possible had the Bridge Division, by the 15th of November, 1971, made the decision not to stress relieve these units. This decision determined the choice of flux used in the welding process. Had we been able to start 3 weeks earlier and had been able to fabricate the job as bid, we would have delivered the first (4) assemblies on March 13, 1972. (See attached time chart)

⑧ The late start resulting from the stress relief decision, and the increased fabrication time due to the quality change, made it apparent that fabrication must be expedited. Additional men, equipment, shifts, and overtime were used to accelerate fabrication.

⑨ Continued pressure was applied by the Oregon State Highway Department to complete the units as specification changes and design changes were encountered. During the first eight weeks of full production and under constant pressure to complete the units, the following events took place.

3/ 3/72 - PW&IW received verbal notice interpreted as a "Stop Work Order" and stopped most production.

3/ 6/72 A.M. - O.S.H.D. stated that the verbal notice was misinterpreted and was not a "Stop Work Order". PW&IW resumed production.

3/ 6/72 P.M. - O.S.H.D. Bridge Division notified PW&IW that the hinges are not acceptable due to bow in the side plates. PW&IW was again forced to stop production.

3/ 7/72 - O.S.H.D. and BPR came to PW&IW's plant to view the hinge assemblies and attempt to resolve the problem of the bowed side plates.

3/ 8/72 - O.S.H.D. Bridge Division notified PW&IW that hinge assemblies are conditionally accepted pending further work. PW&IW resumed production.

3/11/72 - An 18" plate failure appeared in the edge of a welded base assembly side plate bordering the groove weld. This apparently resulted from the high residual welding stress.

3/13/72 - O.S.H.D. and BPR came to PW&IW's plant to view the plate failure and advised PW&IW to repair the 18" plate defect.

3/16/72 - O.S.H.D. notified PW&IW that temporary welds will no longer be permitted. PW&IW changed the "Fit Up" method to accommodate this request.

3/23/72 - O.S.H.D. notified PW&IW to repair a plate crack that appeared in a link assembly in accordance with the procedure established on 3/13/72.

3/23/72 - O.S.H.D. added to the job a specification for ultrasonic examination of A514 material.

3/24/72 - PW&IW met with O.S.H.D. at Salem to discuss problems. PW&IW agreed to assist O.S.H.D. in plate inspections on the coming weekend.

3/25/72 - O.S.H.D. Ultrasonic inspected and subsequently rejected nearly completed bases and numerous subassemblies because of apparent laminar discontinuities in the plate.

3/28/72 - O.S.H.D. and PW&IW met at PW&IW. O.S.H.D. advised PW&IW that they will employ Dr. William Rice of Esco as a consultant to help resolve problems.

3/29/72 - O.S.H.D. and PW&IW met with Dr. William Rice. Dr. Rice advised O.S.H.D. to change electrode strength and suggested they investigate the feasibility of vibratory stress relief of the units. He also raised doubt as to the acceptability of those units now welded with full strength electrode.

3/30/72 - O.S.H.D. instructed PW&IW to change from 110 KSI electrode to 80 KSI electrode. This weld material was not available locally.

4/ 4/72 - Under O.S.H.D. supervision, base assemblies were vibratory stress relieved. After vibratory stress relief they were re-examined by ultrasonic testing.

4/ 6/72 - O.S.H.D. notified PW&IW of the following decisions:

(1) The box unit containing the cheek plate with laminar discontinuities and with the 18" laminar repair is not acceptable.

(LABOR, CONTINUED)

(2) All box units and links, both those fabricated with 110 KSI electrode and those fabricated with 80 KSI electrode are to be vibratory stress relieved.

4/10/72 - O.S.H.D. notified PW&IW that they have approved the change to a lower strength weld metal at no additional cost to the State. PW&IW had been instructed by O.S.H.D. to make this change on March 30, 1972, one day following Dr. William Rice's recommendations.

(10) Throughout this period the General Contractor and the Bridge Division insisted that PW&IW must make every effort to complete the units as early as possible. We took whatever action we could to accommodate these requests. The quality change and the accelerated production were required because of items which were not a part of the original contract and over which PW&IW could exercise only limited control.

(11) Additional labor was expended in other activities resulting from changes to the contract.

1. New plates had to be burned and prepared for welding to replace those rejected by ultrasonic examination or questionable surface defects that normally would be acceptable to A514 standards.

2. Sub-assemblies rejected by ultrasonic examination were replaced, including (6) cheek plate/side plate sub-assemblies and (1) partially completed "BP" base assembly.

3. Tests were run using the 80 KSI welding materials to insure that the radiographic weld quality was maintained.

4. Tacked sub-assemblies that were dye checked by O.S.H.D. inspectors had to be cut apart, cleaned, and retacked to remove dye residue.

5. Material handling costs increased.

6. PW&IW assisted the State in ultrasonic examination of base materials at the State's request.

7. The acceleration program forced PW&IW to qualify additional men, fabricate additional jigs and fixtures, and install additional equipment

(LABOR, CONTINUED)

8. The radiographic requirement added labor to welder qualification, both in the time required to run the test plate and in retests due to radiographic failure.

⑫ Projected labor costs reflect the expected outcome these factors have had on the estimated labor. The credit in labor due the State for the change in the base plate installation is included in this figure.

⑬ The difference in labor costs resulted from items which were not a part of the original contract. We request your approval for payment of all labor costs in excess of our bid as it is the result of extra work for which we are justly entitled to payment.

(LABOR, CONTINUED)

LABOR COSTS BREAKDOWN

ACTUAL LABOR THRU MAY 12, 1972	
10,058.5 Hours @ $15.50 =	$155,906.75
ACTUAL OVERTIME PREMIUM THRU MAY 12, 1972	
700.0 Hours @ $3.05 =	2,135.00
PROJECTED ADDITIONAL LABOR TO COMPLETE	
2613.5 Hours @ $15.50 =	40,509.25
TOTAL ACTUAL AND PROJECTED LABOR	$198,551.00
Total hrs = 13,372 LESS ESTIMATED LABOR	71,668.80
TOTAL LABOR CLAIM	$126,882.20

⑭ PW&IW based their original quotation on a $14.00/hour shop rate; however, this job warrants a rate of $15.50/hour due to the abnormal amount of time that was spent by supervisory, engineering and management personnel as a direct result of the many changes that occurred throughout the job. PW&IW's rate of $15.50 is competitive with other capable steel fabricating companies for this type of work. It includes labor, equipment and overhead. Overhead encompasses factory building space and related costs, indirect labor costs, utilities expenses, insurance and tax expenses, etc.

⑮ Labor as listed above includes labor for weld procedure qualifications, welder qualifications, jigs and fixtures, parts production and all assembly labor.

MATERIALS CLAIM BREAKDOWN AND STATEMENT

PROJECTED TOTAL LOSS

1. REPLACEMENT OF (1) PARTIALLY COMPLETED "BP" BASE ASSEMBLY.

Warehouse Stock Material 5030 Lbs. $ 1,558.65

This unit was designated as unacceptable by the Oregon State Highway Department due to apparent plate discontinuities that were located by ultrasonic examination and due to the repair of an 18" long lamination which was determined to be unsatisfactory.

The plate is within the limits of the visual inspection criteria established in the specifications for A514. ASTM A514 is not subject to acceptance or rejection by ultrasonic examination. The 18" lamination repair was made following the direction and with the approval of the Engineer, granted March 3, 1972. As this unit was fabricated within the original specifications, the cost for replacement is the obligation of the State.

2. REPLACEMENT OF (6) 1-1/4" CHEEK PLATES

Warehouse Stock Material 1914 Lbs. 624.73

These plates were determined by the State to be unacceptable due to apparent plate discontinuities that were located by ultrasonic examination. The plates are within the limits of the visual inspection criteria established in the specifications for A514. ASTM A514 is not subject to acceptance or rejection by ultrasonic examination. The cost for replacement of this material is the obligation of the State.

3. REPLACEMENT OF 24,000 LBS. OF A514 PLATE.

Warehouse Stock Material 24,000 Lbs. 8,448.00

These plates were rejected because of small surface imperfections which the State claims exceeds the limits established for A514. Our supplier has advised us that rejection due to surface imperfections are limited to visual inspection of the plate in an "as rolled" condition. As these imperfections appeared only after wheel-a-brating

(MATERIALS, CONTINUED)

or surface grinding, we cannot agree with the State's conclusion that this material exceeds the specification for A514. This material was within the specifications and therefore, the cost of replacement is the obligation of the State.

4. EXTRA JIG AND FIXTURE MATERIALS

Projected Actual Cost	$1,511.10	
Estimated Cost	500.00	
	$1,011.10	$1,011.10

5. MISCELLANEOUS SUPPLIES

Weld material for replacement "BP" base	135.00	
Gas for burning and beveling extra plates	280.00	
Weld material for extra welder qualifications	35.00	
Grinding wheels for preparing extra plates	265.00	
Preheat gas for extra welding time	1,000.00	
Freight charges and return costs for weld metal change	295.00	
Projected Actual Cost	$2,010.00	$2,010.00

Extra jigs and fixtures and miscellaneous supplies were required to attain the acceleration program necessary to expedite the fabrication of these assemblies. This was necessary because of delays resulting from changes initiated by the State and previously enumerated under our statement of labor increases. The cost for fabrication of fixtures exceeding our estimated amount and the cost for miscellaneous supplies are subsequently the obligation of the State.

6. EXTRA WELDER QUALIFICATION TEST PLATE MATERIAL

Projected Actual Cost	$1,496.47	
Estimated Cost	475.00	
	$1,021.47	$1,021.47

Additional costs for welder qualification materials are a result of the acceleration program previously enumerated and because of weld test failures by radiographic examination. The acceleration program required

(MATERIALS, CONTINUED)

additional qualified manpower. As bid, this contract did not require radiographic examination of welder test plates. The costs of the additional material exceeding our estimated amount is subsequently the obligation of the State.

RECAP		PROJECTED TOTAL LOSS
1.	REPLACEMENT OF (1) PARTIALLY COMPLETED "BP" BASE ASSEMBLY	$ 1,558.65
2.	REPLACEMENT OF (6) 1-1/4" CHEEK PLATES	624.73
3.	REPLACEMENT OF 24,000 LBS. OF A514 PLATE	8,448.00
4.	EXTRA JIGS AND FIXTURES	1,011.10
5.	MISCELLANEOUS SUPPLIES	2,010.00
6.	EXTRA WELDER QUALIFICATION TEST PLATE MATERIAL	1,021.47
	TOTAL MATERIAL CLAIM AMOUNT	$14,673.95

EXTRA SERVICES COST BREAKDOWN AND STATEMENT

	PROJECTED TOTAL LOSS
1. ULTRASONIC WELD INSPECTION	$2,760.00

Radiographic (or ultrasonic inspection in lieu of radiographic) was not required by the plans or specifications. The cost of this inspection is subsequently the obligation of the State.

no credit for mag particle inspection — see PWI letter 3/23/72

2. VIBRATORY STRESS RELIEF

Vibratory Stress Relief	$5,589.00	
Less estimated cost of heat stress relief	$2,415.00	
	$3,174.00	$3,174.00

This requirement as specified in John Jenkins's letter of April 6, 1972, results in a premium cost in excess of the heat stress relief specified on the plans. As vibratory stress relief was not required under the plans or specifications, the premium cost for this work is the obligation of the State.

3. RADIOGRAPHIC PROCESSING OF WELDER QUALIFICATION PLATES $315.86

Radiographic inspection was not required by the plans and specifications. The cost of preparation for radiographic inspection and the cost of radiographic inspection is subsequently the obligation of the State.

4. COST OF MACHINING THE BOTTOM AND BASE PLATE OF (20) "BP" BASE ASSEMBLIES $1,380.00

This change was requested by Portland Wire & Iron Works to provide a less expensive method of attaching the base plate on the "BP" base assemblies. Machining costs for this change were not included in the original estimate and are the obligation of the State as the credit for labor reduction is reflected in the labor portion of this claim.

(SERVICES, CONTINUED)

RECAP	PROJECTED TOTAL LOSS
1. ULTRASONIC WELD INSPECTION	$2,760.00
2. VIBRATORY STRESS RELIEF	3,174.00
3. RADIOGRAPHIC PROCESSING OF WELDER QUALIFICATION PLATES	315.86
4. COST OF MACHINING THE BOTTOM AND BASE PLATE OF THE (20) "BP" BASE ASSEMBLIES	1,380.00
TOTAL SERVICE CLAIM	7,629.86

EXHIBIT A

COMPARISON OF PWIW FABRICATED A514 STEEL IN 1971, AND THE ESTIMATED COSTS FOR THE A514 HINGE ASSEMBLIES

DATE	ORDER NO.	DESCRIPTION	WEIGHT LBS. A514	WEIGHT LBS. MISC.	COMBINED	A514 % OF TOTAL	THICKNESS MATERIAL RANGE	MACHINED	PAINTED	SELLING PRICE $	SELLING $/LB.
A514 Hinge Assemblies (Estimated)										net Cost.	
10/4/71	G-1781 OSHD 7637	12 Expansion Hinge Assemblies	193,922	23,823	217,745	89.0	1"-2 1/2"	Yes	Yes	163,701.00 (Estimated)	.7518
*Other A514 Fabrication											
1/12/71	24-41200	Mod. 26 Boom	24,830	707	25,537	97.2	1/4"-2"	Yes	Yes	20,700.00	.811
2/4/71	24-42719	Mod. 47 Boom	1,359	12	1,371	99.1	1/4"-2"	Yes	Yes	1,195.00	.872
2/26/71	24-42124	Mod. 26 Saddle	26,403	1,378	27,781	95.0	1/4"-2"	Yes	Yes	20,700.00	.745
5/7/71	24-45504	Garrett 30	546	39	585	93.3	3/4"-3"	No	Yes	400.00	.684
5/18/71	24-45595	Garrett 30	546	31	577	94.6	3/4"-3"	No	Yes	400.00	.693
6/4/71	24-43775	Mod. 112 Saddle	3,099	68	3,167	97.9	1/2"-3/4"	No	Yes	1,675.00	.529
6/9/71	24-45593	Mod. 48 Cat D-6	2,284	152	2,436	93.8	3/4"-3"	Yes	Yes	1,292.25	.530
6/23/71	24-46088	Mod. 48 Saddle	1,284	253	1,537	83.5	1"-3"	Yes	Yes	1,075.00	.699
6/30/71	24-47004	TD-20 IH	845	---	845	100.0	1/2"-1"	Yes	Yes	660.00	.781
6/30/71	24-46086	Mod. 48 Boom	19,633	69	19,702	99.6	3/4"-3"	Yes	Yes	10,980.00	.557
7/26/71	24-47005	Mod. 47 Saddle	608	41	649	93.7	3/4"-3"	Yes	Yes	400.00	.616
10/1/71	24-48151	Mod. 26 Fender	1,017	52	1,069	95.1	1/2"-3/4"	Yes	Yes	875.00	.819
10/6/71	24-48655	Mod. 26 S.G.	3,507	---	3,507	100.0	3/4"-1"	Yes	Yes	1,647.00	.470
		TOTALS	85,961	2,802	88,763	96.8 (Avg)				61,999.25	.695 (Avg)

*These A514 fabrications were subject to the following conditions:

A. Held fabrication tolerance to .030 without machining.
B. Welded to specific procedures for A514s including preheat, interpass temperature, limited electrode size.
C. Predominant labor in fitup and welding.
D. All fabrication subject to continual in-process inspection.

Normally, lighter base materials will result in a higher cost per pound for similar fabrication.

~~20,700~~
~~1,195~~

24,830
1,359
26,403
845
1,017
54,454

25,537
1,371
27,781
845
1,069
56,603

$\frac{56,603}{88,763} = 63.8\%$

$20,700
1,195
20,700
660
875
$44,130

$\frac{\$44,130}{56,603 \text{ lb}} = .78/\text{lb}$

EXHIBIT B

COMPARISON OF PWTW STEEL FABRICATION WITH AND WITHOUT X-RAY WELDS

X-RAY WELDS REQUIRED	JOB	QUANTITY		ITEM	MATERIAL	WEIGHT	ACTUAL LABOR		ESTIMATED LABOR MANHOURS	NOTE
							MANHOURS	MH/LB		
No	David Douglas School Annand-Boone-Drynan Huffstutter	5	A36	Plate Girders Approx. 4'x100'	Web 5/16" Plate Flanges 16"x7/16"-3/4" Plate	63,527	431.1	.0068	439.9	Estimated labor 2% high
No	Wahtonka High School Annand-Boone-Drynan Huffstutter	5	A36	Plate Girders Approx. 4'x100'	Web 5/16" Plate Flanges 16"x7/16"-3/4" Plate	63,318	412.1	.0065	401.2	Estimated labor 2-3/4% high
					Total	126,845	843.2	.0066 (Avg)		
No	Crown Plaza Bridge Wolff-Zimmer-Gunsul	3	A441	Plate Girders Approx. 3'-7 1/2" x 94'-8"	Web 3/8" Flanges 13"x1 3/4" Plate	62,152	549.3	.0088	588.8	Estimated labor 7.2% high A441 actual labor is 33% more than A36
Yes	Johnson Creek Bridge Multnomah County	5	A36	Plate Girders Approx. 4'x100'	Web 3/8" Plate Flanges 14"x5/8"-1 3/4" Plate	101,821	1,896.4	.0186	1,848.1	Actual labor for this A36 steel fabrication with x-ray quality welds is 2.8 times similar A36 steel fabrication without x-ray quality weld. .0186 ÷ .0066 = 2.818
Yes	S. E. Tacoma Street Multnomah County	4	A588	Plate Girders Approx. 6'x105'	Web 3/8" Plate Flanges 18"x1/2"-1 1/2" Plate	94,610	2,210.6	.0234	2,081.4	Actual labor for this A588 steel fabrication with x-ray quality welds is 2.7 times similar A441 steel fabrication without x-ray quality weld .0234 ÷ .0088 = 2.659 Actual labor for this A588 steel fabrication with x-quality welds is 3.6 time similar A36 steel fabrication without x-ray quality welds .0234 ÷ .0066 = 3.546
Yes	7th Ave. Willamette River (Eugene) Section-Eugene-Springfield Highway OSHD Contract 7637	12	A514	Hinge Assemblies Ea. Assy. consisting of: 2 Base Assys. 1 Link Assy. 2 Pins & Nuts	Sides-2" & 2 1/2" Plate Cheeks-1 1/4" Plate Bases-1 1/2" Plate Base Stiffeners 1" Plate Anchor Bars-1" Sq. Bar	194,823	12,672	.0758	5,119.2	Actual projected labor for this A514 steel fabrication with x-ray quality welds is 2.48 times the estimated labor.

Page 8 shows 13,372 hrs.

ROUGH DRAFT

7th Ave.-Willamette River
Contractor's Claim
Radiographic Quality Welds
Hinge Assemblies

The contractor, Portland Wire & Iron Works, claims that R. W. Ellison's letter of November 5, 1971, caused an increase in the quality of welds for the expansion hinge assemblies in order to comply with an extremely rigid specification which was not a part of the original contract. PW & IW requests additional compensation because of this alleged increased weld quality.

PW & IW also requests additional compensation because the State did not reduce the requirements of the specifications regarding stress relieving of this hinge assemblies early enough to suit PW & IW's desires.

Contract plans call for welds between main A-514 steel side members of hinge assemblies to be TC-U8a groove welds. Welds for face plates to main side plates are specified as 3/8" fillets.

PW & IW requested use of C-U2-S welds in lieu of TC-U8a (per shop drawings). The State approved the change. This is still a groove weld. No change of face plate welds was requested.

Per Ellison's letter of November 5, 1972, the State required radiographic or ultrasonic inspection of groove welds between main side plate members and of the fillets attaching face plates to main side plates.

Actually, groove welds were ultrasonically inspected and fillet welds were inspected by magnetic particle method.

Groove Welds Article 102(c) of the Standard Specifications for Welded Highway Bridges and Incidental Structures requires that procedure for welding of ASTM A514 steel shall be qualified in accord with Articles 502 and 503.

Article 502 requires that welding procedures for A514 steel be prequalified by test as prescribed in Appendix A.

Appendix A (Art. A107) requires that the test specimens produced for procedure qualification be radiograph quality.

Article A109 (a) 7 requires that for acceptability the weld must conform to the requirements of Art. 307 (Radiographic Quality Welds) except that for A514 steel there shall be no defects other than allowable ~~proosity~~ porosity.

Thus the specifications require that groove welds for A514 steel be radiographic quality.

PW & IW did qualify their welding procedure for groove welds (See OSHD Lab records).

Article 108 states that all welding shall be subject to nondestructive testing and that costs of inspections, other than furnishing radiographs as required in Art. 606 and incidental costs of moving welded members into position for inspection, are a responsibility of the State. Article 607b states that at the Engineer's option, any nondestructive tests may be used for examination of weld passes or completed welds at State expense. Article 607j states that for A514 Steel all fillet welds and all other welds except the butt welds tested in accord with article 607i shall be inspected by magnetic particle method at the states expense. Inspection of groove welds was done ultrasonically instead of by magnetic particle

Inspection of groove welds did not require that the welds be of a quality greater than that required by the original specifications.

Specification quality welds were sufficient to meet the requirements of inspection.

This situation existed until February 23, 1972, when our Materials Engineer, John Jenkins, reduced, by letter, the quality of welds required. This letter, in effect, reduced the weld quality from the radiographic as required by the original specfcations to the quality of "all other welds" as indicated by figure 307 in Article 307. In other words, after February 23, 1972, the quality of weld was reduced from a weld with no defects except allowable porosity (Art. A109 a 7) to a weld with defects up to 1/2" maximum

Appendix A (Art. A107) requires that the test specimens produced for procedure qualification be radiograph quality.

Article A109 (a) 7 requires that for acceptability the weld must conform to the requirements of Art. 307 (Radiographic Quality Welds) except that for A514 steel there shall be no defects other than allowable ~~proosity~~ porosity.

Thus the specifications require that groove welds for A514 steel be radiographic quality.

PW & IW did qualify their welding procedure for groove welds (See OSHD Lab records).

Article 108 states that all welding shall be subject to nondestructive testing and that costs of inspections, other than furnishing radiographs as required in Art. 606 and incidental costs of moving welded members into position for inspection, are a responsibility of the State. Article 607b states that at the Engineer's option, any nondestructive tests may be used for examination of weld passes or completed welds at State expense. Article 607j states that for A514 steel all fillet welds and all other welds except the butt welds tested in accord with article 607i shall be inspected by magnetic particle method at the states expense. Inspection of groove welds was done ultrasonically instead of by magnetic particle

Inspection of groove welds did not require that the welds be of a quality greater than that required by the original specifications.

Specification quality welds were sufficient to meet the requirements of inspection.

This situation existed until February 23, 1972, when our Materials Engineer, John Jenkins, reduced, by letter, the quality of welds required. This letter, in effect, reduced the weld quality from the radiographic as required by the original specifcations to the quality of "all other welds" as indicated by figure 307 in Article 307. In other words, after February 23, 1972, the quality of weld was reduced from a weld with no defects except allowable porosity (Art. A109 a 7) to a weld with defects up to 1/2" maximum size. Groove welds were inspected ultrasonically for quality in accord with the above criteria. According to the PW & IW's statement of claim, this reduction in quality requirement made PW & IW's work easier and less costly.

PW & IW's claim for additional compensation for increased weld quality must be denied in the case of groove welds.

Since inspection of these welds is not included as an obligation of ~~the PW & IW~~ the contractor under Article 606, payment of inspection costs, in accord with Article 108, is the responsibility of the State.

Fillet Welds

Section 102(c) of the Standard Specifications for Welded Highway Bridges and Incidental Structures requires that the procedure for welding A514 steel be established by qualification in accord with Articles 502 and 503.

Article 502 requires prequalification by test in accord with Appendix A.

Appendix A requires that the qualifying tests produce fillet welds which will pass the fracture test, macro etch test, the keyhole "T" bend test, and hardness tests.

PW & IW did prequalify ~~his~~ their welding procedure to produce welds of the quality specified (see OSHD Laboratory records).

Article 607(a) states that nondestructive testing by radiography and magnetic particle are required for butt welds and fillet welds on main members.

Article 607j (Magnet Particle), states "For A514 steel, all fillet welds and all other welds except the butt welds tested in accordance with Article 607(i) shall be tested."

In addition to the above, the welds must meet the requirements of Article 307 (Quality of Welds) which requires, among other things, that the welds shall have no cracks nor incomplete fusion nor any porosity or fusion-type defect or greater than 1/8" in size (for 3/8" fillet weld).

The fillet welds involved (face plate to main side plate) were inspected by the magnetic particle method which is capable of detecting cracks and surface defects only. The quality of weld necessary for magnetic particle inspection is no greater than the quality of fillet welds required by the specifications. The actual level of inspection required a weld quality no better than that specified for the project.

Any claim PW & IW has for additional compensation because the welds were inspected or because of a change in quality required by inspection is not valid and must be denied.

In accord with Article 607(j) the actual inspection work is the responsibility of the State.

StressRelieving

PW & IW claim that the State's tardiness in deciding to eliminate stress relieving by heat testing from the project specifications caused him delay. ~~He~~ They maintain that if the State had made such a decision by November 15, 1971, the full production fabrication of hinge assemblies could have begun three weeks earlier than the actual starting date of February 2, 1972.

On November 3, 1971, the State received a welding qualification procedure for welds from ~~the~~ PW & IW for approval. On November 18, 1971, shop drawings for the hinge assemblies were received. Both of these items contained provisions for stress relieving by heat treatment. On December 3, 1971, both items were returned to PW & IW with the notation that stress relieving by heat treatment would not be required.

Based on the date of submittal, it appears that notice to ~~xxxx~~ PW & IW regarding stress relieving by heat treating was timely and did not constitute an excessive delay.

PW & IW did not have their 3/8" fillet weld procedure, ________ submerged arc, approved until February 8, 1972 (See OSHD Lab record #994897).

Prior to approval of this procedure ~~the~~ PW & IW could not be in full production fabrication. Thus the date of full production fabrication was not determined by the State's decision to eliminate from the specifications the requirement for stress relieving by heat treatment but by ~~the~~ PW & IW's tardiness in obtaining weld procedure approval.

Labor

Portland Wire and Iron presents evidence to substantiate their claim of an extensive background with close tolerance A 514 weldments. Exhibit A covers thirteen prior projects which total 85,961 pounds with a maximum individual project of 26,403 pounds and a minimum of 546 pounds. This does not appear to be an extensive background or experience. The subject project amounts to 193,922 pounds which is over twice the total previous experience indicated by PWI.

Exhibit A does not indicate that radiographic quality welds were required on the past A 514 projects. It also does not indicate the cost of producing any of the weldments listed. It only shows the selling price of fabricated steel. If the selling price reflects the cost then five of the thirteen past projects listed, which total 56,603 pounds or 63% of the total, sold for an average price of $.78 per pound which is greater than the selling price of $.75 for the subject hinge assemblies. Removal of miscellaneous metal from past projects would make the price of the A 514 steel even higher. If the welds were not radiographed on past projects the addition of such work would add even more to the cost. The total selling price for the subject hinges as shown on Exhibit A is the same amount as the initial estimated cost shown on Page 2. Evidently PWI anticipated selling these units to the contractor at cost with no profit for himself. This does not seem reasonable.

Exhibit B indicates higher labor cost factors when comparing radiographic quality A 588 weldments with non-radiographic quality A 441 and nonradiographic quality A 36 steel. No labor cost comparison is made between radiographic quality A 514 steel, as used on this job, with past A 514 projects of any quality.

The actual value of Exhibits A and B are somewhat in doubt.

PWI presents general information to support their claim of additional labor costs. The basis for the main portion of these costs is their contention that the quality of weld was increased over that originally specified for this project. As indicated above this is an incorrect assumption thus the main portion of the labor claim is void.

PWI also contends that they encountered additional specification and design changes which caused increased labor costs. These included problems with bowed plates, laminations in plates, plate defects, temporary welds, vibratory stress relieving, plate surface defects, and a problem with dye penetrant.

The bowed plates, laminations, defects, surface defects, and temporary welds were a problem because they were outside of the limits of the specifications for this project. The steel supplier acknowledged that a large quantity of the plate was defective and replaced same.

In order that delivery of assemblies could be expedited the State in effect changed the specifications by accepting some plate defects and fabrication defects which were not allowed by the project specifications. Such acceptance resulted in a savings to PWI over strict adherence to the specifications.

The project specifications required stress relief by heat treatment for the hinge assemblies. This type stress relieving was eliminated early in the project and later replaced by a certain amount of vibratory stress relieving. Any documented increase in cost due to the change in type of stress relieving is the responsibility of the State.

A partially completed assembly was cut apart to facilitate the removal of dye penetrant from between plates after inspection by the State. The work of disassembly, cleaning, reassembly to the the same status is the responsibility of the State.

In summary, the additional labor costs which are the responsibility of the State are the costs involved with removing dye penetrant from partially assembled hinges. Stress relieving is covered under "extra service cost."

Materials

Item 1, Replacement of one partially completed base assembly. The 18" plate lamination which opened during fabrication was visible to the unaided eye. Repair was allowed but opened additional lamination and the plate was rejected under the 20% length specification of the special provisions. This item is not allowed. Was any of this plate in the lot, some cut to shape, which was returned to the supplier?

Item 2, Replacement of six 1 1/4" cheek plates. These plates were determined to be unacceptable due to plate discontinuities. Some discontinuities were located visually, some by magnetic particle or dye and some by ultrasonic inspection. After being discovered discontinuities were evaluated by ultrasonic inspection to determine acceptability under ASTM Specification A 6. Rejection of plates on the basis of A 6 is allowed by the project specifications. This item is not allowed. Was any of this plate, some cut to shape, in the lot which was returned to the supplier?

Item 3, Replacement of 24,000 pounds of A 514 plate. These plates were rejected because of surface imperfections. The specifications do not state that surface defect rejections must be made on the basis of as rolled condition. ASTM A6 refers to defects found in the shop. Some defects were found prior to wheel-a-brating and some after. In either case they are imperfections and if of sufficient magnitude are rejectable per the project specifications. This item is not allowed.

Item 4, Extra jig and fixture materials. These items were evidently needed in order to accelerate the work and facilitate delivery of hinge units to the job site. PWI claims the need for acceleration was caused by a slow down attributable to an increased weld quality. As indicated above the quality of weld produced was per the specifications until February 23, 1972, when weld quality accepted by the State was less than that originally specified. Since increased weld quality was not required the need for additional jigs and fixture material is the responsibility of PWI and this item must be disallowed.

Item 5, Miscellaneous Supplies. This item appears to be related to the rejected plates in Items 1, 2 and 3. ~~They are~~ It is disallowed for the same reasons as those items.

Item 6, Extra Welder Qualification Test Plate Material. Article A 107 of the specifications requires that weld test plates be radiographically tested for soundness. This item is disallowed.

In summary, none of the materials items are considered to be valid claims.

Extra Service Cost

Item 1, Ultrasonic Weld Inspection. Radiographic inspection (or ultrasonic inspection in lieu of radiographic) was not required by the plans or specifications and per Article 607 is the State's responsibility. Billing from the inspection agency and other cost supporting documentation should be submitted by PWI.

Item 2, Vibratory Stress Relief. Per the contract plans, PWI is responsible for stress relief by heat treatment for all weldments. Stress relief by heat treating for all weldments was eliminated because of the Type A 514 steel used. Vibratory stress relief was later required for a limited number of the weldments. The State is responsible for actual costs of vibratory stress relief in excess of the estimated cost of stress relief by heat treatment. Actual billings and other cost documentation for vibratory stress relief actually performed should be submitted along with a detailed estimate of stress relief by heat treatment as required by the contract in support of the claimed additional cost.

Item 3, Radiographic Processing of Welder Qualification Plates. Article A107 of the specifications requires that weld test plates be radiographically tested for soundness. This item is not ~~dis~~allowed.

Item 4, Cost of machining the bottom and base plate of twenty "BP" base assemblies. This change was requested by PWI for their convenience. Any costs involved with the change is therefore the obligation of PWI.

In addition to the items listed above the State, in accord with Articles 606 and 607, is responsible for the cost of magnetic particle nondestructive inspection of welds. PWI should submit billings and other documentation to substantiate actual costs of magnetic particle inspection.

In summary the items allowable under Extra Services Cost are ultrasonic inspection costs, vibratory stress relief costs in excess of specified stress relief costs, and magnetic particle inspection costs.

PWI should present detailed cost breakdowns and cost support documents for all allowable items indicated above. A price agreement covering same will be written after all costs are approved by the Highway Division Audit Section.

S

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

OCT 18 1972

RECEIVED
STATE HWY ENGR
OCT 31 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

IN REPLY REFER TO:
HNG-11

Honorable Bob Packwood
United States Senate
Washington, D. C. 20510

Dear Senator Packwood:

This is in reply to your recent communication to the Congressional Liaison enclosing correspondence from Mr. Robert G. Groat of Eugene, Oregon. Mr. Groat is concerned with the plans for removal of on and off ramps at First Avenue in Eugene.

The First Avenue ramps were constructed to permit temporary access to the local street system from the then completed segment of Interstate Route 105 across the Willamette River. According to long-range State planning for the development of I-105, these temporary ramps were to remain in place only until the remaining segment of the Interstate route was constructed to its approved connection at 6th and 7th Avenues.

This section of the freeway is already highly complicated by connecting ramps to the proposed Florence-Eugene and Skinner Butte freeways. As a result, retention of the temporary ramps in the ultimate area plan would be extremely difficult.

NOTED
E. S. HUNTER

Under the controlling legislation, the individual State highway departments retain the initial and primary responsibility regarding all phases of Federal-aid highway development including the development of detailed plans for freeways and their interchanges. The plans for I-105 were developed by the State in cooperation with local planning officials cognizant of sector needs within the metropolitan area.

If Mr. Groat feels that there are existing factors not previously considered by the State which might further support retention of the temporary ramps, he should bring these matters to the attention of State highway officials at the Oregon State Department of Transportation, State Highway Building, Room 129, Salem, Oregon 97310. We, in turn, have furnished copies of Mr. Groat's correspondence to our field representative in Salem for his information in reviewing any further presentation by the State in this regard.

Sincerely yours,

/S/ D. W. LOUTZENHEISER

for M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

RECEIVED
NOV 1 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

11-1-72
Ed

Enclosure:
Transmitted Correspondence

I-5 Freightline, Inc.

950 First Ave. West
Eugene, Oregon 97402
September 29, 1972

The Honorable Robert W. Packwood
Senate Office Building
Washington, D. C. 20510

Dear Senator Packwood:

Over the years as automobile traffic has increased, creating more congestion in our area, motorists have been forced to circumvent Eugene at considerable time loss to get to and from their destination. One of the greatest causes of congestion has been the railroad crossings of the Southern Pacific Railroad.

Some of this circumventing was eliminated with the construction of the Washington-Jefferson street bridge crossing the Willamette River to the heavy load on the Ferry street bridge.

At present a project, being contracted by the Donald Drake Company, with a completion date of 1973, will extend the Washington-Jefferson bridge from its terminus on first avenue, to a high level roadway over the Southern Pacific tracks and will terminate this time on sixth and seventh avenue. This will eliminate the stoppage caused by trains, usually occuring at peak traffic periods.

When the Washington-Jefferson bridge was constructed, it provided on and off ramps to or from first avenue, a heavy industrial area and also access to a large residential area further west, otherwise known as the River Road area. The present project now in process of construction will eliminate these on and off ramps and traffic which is flowing via these exits, will be forced to follow the traffic to its sixth terminus and then return back to first avenue via Madison street, a narrow side street, across the railroad tracks which they just overpassed, then back to first avenue.

Our main concern is the elimination of the off and on ramps to or from first avenue. The need for the extension of the Washington-Jefferson bridge was necessary and solved a problem, but if in eliminating a problem, another problem is created, then nothing has been resolved and we are faced with an unnecessary expenditure of public funds, and we are getting into a perpetual motion situation, whereby, more expenditures will have to be made to eliminated the newly created problem, infinitum!

Oregon Owned and Operated

The Honorable Robert W. Packwood
Senate Office Building
Washington, D. C. 20510

If the project is allowed to be completed as planned, and that is without on and off ramps, provision will have to be made to carry this traffic back to first avenue. Madison is one of the streets involved and that appears to be another major project, involving buying up private property, widening the street and putting traffic lights. All of these expenditures will have to be born by city. If property has to be condemmed to achieve this purpose, it will be in an area of low economic income. Other factors not considered the question might be raised as to why when condemnation proceedings take place, they always seem to involve the properties of the low income groups.

The question has been raised by many interested parties. The local resident engineer for the state of Oregon has been contacted. It would appear that his authority extends only to those aspects involving engineering. The decision to eliminate these ramps is based on Federal highway regulations or standards, and the local engineer has no latitude in this area. It would therefore boil down to a bureaucratic decision in our national capital without regard to geography, traffic flow, economics or common sense and not necessarily in that order.

We trust that you will investigate this situation for us with the proper bureau involved and point out the situation as it exists and use your offices to get this corrected before it is too late.

Sincerely,

Robert G. Groat

Robert G. Groat
Terminal Manager
Eugene, Oregon

5

RECEIVED
OCT 20 '72
UTILITY UNIT

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR
Info Invest R/D D/R Sign Act File

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

October 17, 1972

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401

ATTENTION: Mr. C. H. Strong

Re: Power Pole Relocation
7th Avenue-Willamette River Bridge
Section
Eugene-Springfield Highway
Lane County
Utility Project No. I-105-4(112)197

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 15, 1972, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of September 14, 1972.

Please contact Mr. Ellis Jones, Resident Bridge Engineer, 2193 East 15th Street, Eugene, Oregon 97403, telephone 686-7608, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to September 14, 1972, in the amount of $395.00, will be made in accordance with Paragraph 7g (3) of PPM 30-4 upon receipt of your statement of charges. Two signed copies of your application for relocation of pole and anchor are attached. Please return one fully executed copy to this office.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

NOTED
F. B. KLABOE

Very truly yours,

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: F. B. Klaboe
~~G. L. Green~~
R. N. Chase w/attach
V. L. Gallagher "
V. E. Skoog "
J. H. Versteeg " (2)
Ellis Jones "
William Anhorn "
M. G. Havig "

Note to Mr. Versteeg: Please have a State Force Order prepared and submitted for this work. Project No. I-105-4(112)197. Prefix No. 620-1031-900. Return one copy of Est. and sketch with SFO.

5

FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

10-17-72

FEDERAL AID PROJECT NO. I-105-4(112)197

STATE PROJECT NO. 7th Ave.-Willamette River Bridge

FROM:
G. L. Green, Acting Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. I-481

COUNTY NAME Lane

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:
7637

Mr. G. M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

10-19-72
Young

RECEIVED
STATE HWY ENGR
OCT 18 '72
REFER TO
FOR
Info | ves | R/D | D/R | Act

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE September 14, 1972

FEDERAL ROUTE NUMBER Interstate Route 105

STATE ROUTE NUMBER Eugene-Springfield Hwy. Route 227

GENERAL LOCATION:
City of Eugene.

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Eugene Water and Electric Board. Reimbursement on an agreed lump sum basis of $395.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Utility adjustment.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of PPM 30-4 dated 2-14-69 and PPM 30-4.1 dated 10-1-69.

We approve the agreement with the Eugene Water and Electric Board consisting of your September 15, 1972 Railroad and Utility Engineer's letter, the Eugene Water and Electric Board's 9-15-72 letter, and the plans and estimate furnished by Mr. Litchfield's September 26, 1972 letter.

DATE 10-17-72

SIGNATURE OF APPROVING OFFICIAL C R Burkhardt for

TITLE Acting Division Engineer

FORM PR-1240 (REV. 8-70) (EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED)

RECEIVE
OCT 20 1972
FOR FILIN

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

OCT 11 1972

IN REPLY REFER TO:
HNG-11

7637

Honorable John Dellenback
House of Representatives
Washington, D. C. 20515

Dear Mr. Dellenback:

This is in further reply to your communication of September 5 to the Congressional Liaison enclosing correspondence from Mr. Robert Suess of Eugene, Oregon. Mr. Suess is concerned with the plans for removal of on and off ramps at First Avenue in Eugene. Your communication was acknowledged September 13.

The First Avenue ramps were constructed to permit temporary access to the local street system from the then completed segment of Interstate Route 105 across the Willamette River. According to long-range State planning for the development of I-105, these temporary ramps were to remain in place only until the remaining segment of the Interstate route was constructed to its approved connection at 6th and 7th Avenues.

This section of the freeway is already highly complicated by connecting ramps to the proposed Florence-Eugene and Skinner Butte freeways. As a result, retention of the temporary ramps in the ultimate area plan would be extremely difficult.

Under the controlling legislation, the individual State highway departments retain the initial and primary responsibility regarding all phases of Federal-aid highway development including the development of detailed plans for freeways and their interchanges. The plans for I-105 were developed by the State in cooperation with local planning officials cognizant of sector needs within the metropolitan area.

If Mr. Suess feels that there are existing factors not previously considered by the State which might further support retention of the temporary ramps, he should bring these matters to the attention of State highway officials at the Oregon State Department of Transportation, State Highway Building, Room 129, Salem, Oregon 97310. We, in turn, have furnished copies of Mr. Suess' correspondence to our field representative in Salem for his information in reviewing any further presentation by the State in this regard.

Senator Bob Packwood has made a similar request for information and has been informed substantially as above.

Sincerely yours,

/S/ D. W. LOUTZENHEIS

for M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

RECEIVE
OCT 16 1972
OREGON D

10-19-72

5

RECEIVED
OCT 10 1972
FOR FILING

7637

October 9, 1972

Mr. Don Powell, District Representative for
The Honorable John R. Dellenback
United States Representative
Post Office Box 1436
Eugene, OR 97401

Dear Mr. Powell:

It had recently come to my attention, as it had to yours, that the industrial interests based westerly of I-105 were concerned about removing the currently existing ramps to First Street upon the opening of the freeway over Sixth and Seventh. The basic facts are these:

(1) Leaving these ramps in place after opening the freeway to Sixth and Seventh will result in a very dangerous traffic weave situation northerly of First Street.

(2) The entire complex, which includes the development of the Roosevelt Freeway and its extension out to Oakhill, had alternate facilites which provided the service now being supplied by the First Street ramps.

(3) The environmental issue with respect to the location and construction of the Roosevelt Freeway has stymied any operations thereon. It should have been under way prior to this time.

(4) Prior to any commitment to leave the First Street ramps open, it is necessary that we know the full extent of the hindrance that will accrue to the industrial traffic if the ramps are closed. This must be weighed against the traffic hazard potential.

(5) I have directed that an origin-destination study be made on First Street in order that we may properly analyze the problem, both as to the inconvenience which will be caused to the industrial traffic and as to the increased traffic difficulties which may occur on Sixth and Seventh.

(6) When these facts are known, an assessment of the service needs may be made and the proper action taken.

We will keep you informed as to the outcome of our study.

Very truly yours,

Tom Edwards
State Highway Engineer

TE:ms

cc George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. E. George
J. H. Versteeg

RECEIVED
OCT 1 - 1972
FOR FILING

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 28, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-Aid Project
No. I-105-4(115)196

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

ORIGINAL SIGNED BY
R. D. ASBURRY

SUBJECT
Request Change Order Approval

Contract 7637, State Force Order No. 9

Project 7th Avenue-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

The Order covers relocation of an existing water line. It is necessary to move this line to accommodate construction of the footing for signal pole 10A. The work will be done by the Eugene Water & Electric Board.

This work conforms to the requirements of FPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this Order is $115.28 with Federal participation of $103.93. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 18, 1972.

Your approval as of July 18, 1972 is requested.

JK:bb
Attach.

RECEIVED
SEP 27 1972
FOR FILING

S

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF AP OVAL AND/OR AUTHORIZATION

9-22-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. I-105-4(111)197
		STATE PROJECT NO. WILLAMETTE RIVER - 7TH AVENUE SECTION
		COUNTY NAME LANE
	ITEM NO. I-429	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO: 7637F

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
SEP 26 '72
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE SEPTEMBER 22, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE I-105 STATE ROUTE NUMBER STATE SECONDARY ROUTE 227

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF ONE PARCEL, FILE NUMBER 47449 - TJADER, AS REQUESTED IN MR. YOUNG'S SEPTEMBER 20, 1972 LETTER SUBJECT TO ITEMS 1 AND 2 BELOW. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) RELOCATION PAYMENTS

9-26-72
Young

FILE # 47449 - TJADER
☒ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

ITEM 1. STATE SHALL DETERMINE IF ACQUISITION WILL LEAVE OWNER WITH AN UNECONOMIC REMAINDER AND IF SO, OFFER TO ACQUIRE THE PROPERTY. (SEE SECTION 301(9) PUBLIC LAW 91-646)

ITEM 2. STATE SHALL DETERMINE IF ACQUISITION WILL CAUSE DISPLACEMENT AND IF OCCUPANTS ARE ELIGIBLE FOR RELOCATION BENEFITS.

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

DATE 9-22-72	SIGNATURE OF APPROVING OFFICIAL E J McAthen	TITLE ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

5

RECEIVED
SEP 21 1972
FOR FILING

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 20, 1972

TO
C. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT
Project No. I-105-4(111)197
7th Ave.-Willamette R. Sec. (ROW)
File 47449 - Tjader

We hereby request your approval to proceed with the actual acquisition of the above-listed file, which is required for the control of access on the subject project. The enclosed copy of Region Construction Engineer Mr. J. X. Wilson's letter of September 6, 1972 indicates that the existing driveway to this property will conflict with traffic movement from the 6th Avenue off ramp to northbound Madison St. and the location of a traffic signal pole and that purchase should proceed as quickly as possible to avoid delay to the contractor.

Enclosed also is a copy of Mr. Oakes' memo of September 18, 1972 which sets forth the estimated cost of acquiring the access, also that no relocation is involved, and a sketch map showing the location of the property.

No increase in the estimated total cost or Federal funds for the project as programed is anticipated at this time for this additional parcel.

CL:bb

Enc.

cc: J. R. Oakes
R. M. Chase
M. Mitchell

RECEIVED
SEP 19 1972
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7637

DATE September 18, 1972

TO G. L. Green, Acting Division Engineer
RxxFxxSimxxxxxxDixixxxxxEngixxxx
Federal Highway Administration

Federal Aid Project
No. I-105-4(115)196

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7637, Extra Work Order No. 4

Project 7th Ave.-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

This order covers the cost of restoring existing drainage connections from private property to the new drainage system constructed under this contract. The reconstruction of new streets makes this work necessary, but was not included as part of the contract work.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 25, 1972.

Your approval as of August 25, 1972 is requested.

Attach.

VG:dg

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

SEP 13 1972

IN REPLY REFER TO:
HNG-11

Honorable John Dellenback
House of Representatives
Washington, D.C. 20515

Dear Mr. Dellenback:

This will acknowledge receipt of your communication of September 5 to the Congressional Liaison enclosing correspondence from Mr. Robert Suess of Eugene, Oregon. Mr. Suess is concerned with the plans for removal of on and off ramps at First Avenue in Eugene.

A report on the highway planning in the area has been requested from our field office in the State. As soon as this information is received, we will be glad to write you further.

Sincerely yours,

M. F. Maloney

NOTED
E. S. HUNTER

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

9-19-72
REFERRED TO
Hunter Schroeder

RECEIVED
STATE HWY ENGR
SEP 19 '72
REFER TO

RECEIVED
SEP 18 1972
OREGON DIVISION

NOTED
R. L. SCHROEDER

HOUSE OF REPRESENTATIVES, U.S.
WASHINGTON, D. C.

September 5, 1972 . . . . , 19 . . . . .

Congressional Liaison
Federal Highway Administration
Department of Transportation
Washington, D.C. 20591

Dear Sir:

The attached communication is submitted for your consideration, and to ask that the request made therein be complied with, if possible.

If you will advise me of your action in this matter and have the letter returned to me with your reply, I will appreciate it.

Very truly yours,

[illegible]4986

JOHN DELLENBACK . . . . M.C.

Oregon 4th . . . . District.

JD:ko

SUESS COMPANY
Investments

SUESS BUILDERS CO.
Construction

P. O. Box 15157
7064 - 35th Avenue N. E.
Seattle, Washington 98115
(1-206) 525-5523

August 11, 1972

197
JOHN DELLENBACK

REPRESENTATIVE JOHN R. DELLENBACK
House of Representatives
Washington, D. C. 20515

Dear Sir:

Having exhausted all of our channels through local and state levels of federal government, we, the people, turn to you as our last hope in clearing up what appears to be one more unbelievable high-level error.

For years, we have been forced to circumvent the city of Eugene to travel north, south and east, constantly blocked by freight and passenger trains at dangerous crossings. Then, after years of work we obtained the Washington-Jefferson Street bridge. Its southern terminus provided on-off ramps at First Avenue West and out to the southern end of River Road, completely without fear of railroad crossings.

Now that this southern terminus is being extended, via an elevated roadway over the railroad and into 6th and 7th Avenue, our on-off ramps at First Avenue are to be eliminated.

In order to get to our places of business or homes, it is now proposed to drop us into 6th or 7th (depending on whether you are coming or going,) then back down Madison Street and over the same tracks we fought on Washington-Jefferson for years. Now, that's progress! And speaking of coming or going, in reference to this type of administration, we have grave doubts.

The locals tell us that federal money controls design and is responsible for the change. They cite sign problems to get cars in the proper lane for exiting. So, for this reason you eliminate the entrance portion also?

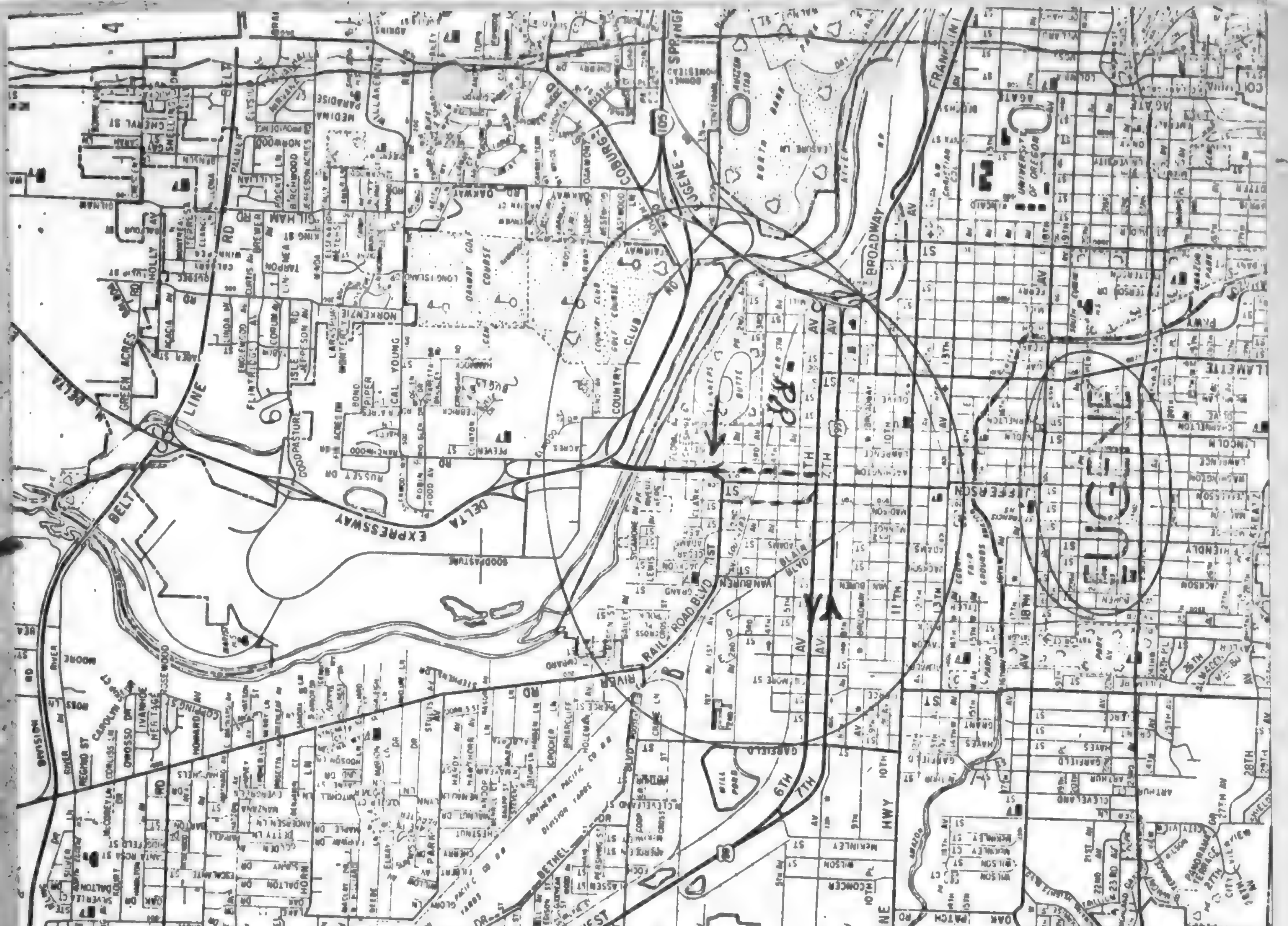
They cite a curve in the bridge and say the signs would have to be back one-fourth mile. With the speeds cars now travel on I-105, we certainly hope that proper signs will be back at least one-half mile to indicate the abrupt end of high-speed road at 6th and 7th. Surely, by the time they go over the curved bridge and approach First, speeds should be cut to 30 or 35 in warning of end of road ahead. Tire marks halfway up concrete divider barriers are firm evidence of even now excessive speeds in this area. What will it be like if proper signs and speeds are not posted when they are given an additional five or six block run?

We enclose a map of the general area. We further have taken a traffic count of vehicles turning west from the now First Avenue exit and it averages 10 to twelve cars per minute. The on-ramp left from First alone exceeds this.

Whatever you can quickly do to stop this bit of improper engineering, before the on-off ramps are removed, would certainly restore some of our faith in Washington.

Sincerely,

Robert Hess — Home Address
260-E 38th
Eugene, Oregon
97405



EUGENE
DANEBO
RR
Existing
Under Const.
Proposed
Railroad Over RR
X
DELTA EXPRESSWAY
BELT LINE RD
BETHEL DR
WEST 11TH
JEFFERSON
TO VENETA
J
M
4
5
6
7
8

RECEIVED
[illegible] 1972
FOR F

5

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

SEP 12 1972

IN REPLY REFER TO:
HNG-11

7637

Honorable Bob Packwood
United States Senate
Washington, D.C. 20510

Dear Senator Packwood:

This will acknowledge your September 1, 1972, communication to the Federal Highway Administration enclosing correspondence from Mr. Robert Suess of Eugene, Oregon. Mr. Suess is concerned with the plans for removal of on and off ramps at First Avenue in Eugene.

In order to be fully informed on highway planning in the area, we are requesting a report from our field office in Oregon. As soon as this information is received, we will be glad to write you further.

Sincerely yours,

M. F. Maloney

M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

Enclosure:
Transmitted Correspondence

RECEIVED
SEP 18 1972
OREGON DIVISION

NOTED
E. S. HUNTER

NOTED
R. L. SCHROEDER

United States Senate

September 1, 1972

Respectfully referred to

Federal Highway Administration

for such consideration as the communication herewith submitted may warrant, and for a report thereon, in duplicate to accompany return of inclosure.

By direction of

Senator Bob Packwood
ATTN: Alan Holmer
ci

U. S. S.

[illegible]14930

SUESS COMPANY
Investments

SUESS BUILDERS CO.
Construction

P. O. Box 15157
7064 - 35th Avenue N. E.
Seattle, Washington 98115
(1-206) 525-5523

Aug 29 '72

August 11, 1972

THE HONORABLE ROBERT W. PACKWOOD
Senate Office Building
Washington, D. C. 20510

Dear Senator Packwood:

Having exhausted all of our channels through local and state levels of federal government, we, the people, turn to you as our last hope in clearing up what appears to be one more unbelievable high-level error.

For years, we have been forced to circumvent the city of Eugene to travel north, south and east, constantly blocked by freight and passenger trains at dangerous crossings. Then, after years of work we obtained the Washington-Jefferson Street bridge. Its southern terminus provided on-off ramps at First Avenue West and out to the southern end of River Road, completely without fear of railroad crossings.

Now that this southern terminus is being extended, via an elevated roadway over the railroad and into 6th and 7th Avenue, our on-off ramps at First Avenue are to be eliminated.

In order to get to our places of business or homes, it is now proposed to drop us into 6th or 7th (depending on whether you are coming or going,) then back down Madison Street and over the same tracks we fought on Washington-Jefferson for years. Now, that's progress! And speaking of coming or going, in reference to this type of administration, we have grave doubts.

The locals tell us that federal money controls design and is responsible for the change. They cite sign problems to get cars in the proper lane for exiting. So, for this reason you eliminate the entrance portion also?

They cite a curve in the bridge and say the signs would have to be back one-fourth mile. With the speeds cars now travel on I-105, we certainly hope that proper signs will be back at least one-half mile to indicate the abrupt end of high-speed road at 6th and 7th. Surely, by the time they go over the curved bridge and approach First, speeds should be cut to 30 or 35 in warning of end of road ahead. Tire marks halfway up concrete divider barriers are firm evidence of even now excessive speeds in this area. What will it be like if proper signs and speeds are not posted when they are given an additional five or six block run?

We enclose a map of the general area. We further have taken a traffic count of vehicles turning west from the now First Avenue exit and it averages ten to twelve cars per minute. The on-ramp left from First alone exceeds this.

Whatever you can quickly do to stop this bit of improper engineering, before the on-off ramps are removed, would certainly restore some of our faith in Washington,

Sincerely,

Robert Aress - Home Address
260 - E 38th
Eugene, Oregon

5

RECEIVED
[illegible] 1972
FOR FILING

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 23, 1972**

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-105-4(115)196

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7637 State Force Order No. 3

Project 7th Avenue - Willamette River (Eugene)

Highway Eugene - Springfield

County Lane

The Order covers temporary striping by City of Eugene forces during stage construction. State's forces are not readily available at all times and in order to facilitate this work City Forces will be utilized to do temporary striping as needed. The contractor is neither properly equipped nor staffed to perform the work contemplated under this order.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participations under the provisions of Par. 6 of PPM 21-15.

The estimated total cost of the work to be done under this order is $1,251.20 with Federal Participation of $1,126.08. Reimbursement on an actual cost basis is requested.

This wo rk was tentatively recommended for approval by the Federal Highway Administration Engineering Coordinator on July 14, 1972.

Your approval as of July 14, 1972 is requested.

Attachments

JK:kds

S

RECEIVED
AUG 4 - 1972
FOR FILING

7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 4, 1972

Federal-aid Project
No. I-105-4(115)196

TO
C. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7637, State Force Order No. 7

Project 7th Ave.-Willamette River (Eugene)

Highway Eugene-Springfield

County Lane

This Order covers the State's share of installing a joint City-State traffic signal installation. The City of Eugene has requested that a permanent traffic signal installation be installed at the intersection of 5th Street and Washington. A temporary signal installation is needed to handle traffic during the construction of this project due to temporary changes in the traffic patterns. The City has agreed to share the cost of a permanent installation rather than install a temporary one and then remove it.

The maximum cost to the State under this Order will be $5,000.00 with Federal participation of $4,500.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator, June 27, 1972.

Your approval as of June 27, 1972 is requested.

BMW:bb
Attachments

RECEIVED
JUL 20 1972

~~FOR FILING~~

7637

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 18, 1972

TO Mr. Ellis Jones
Resident Bridge Engineer

FROM Walter J. Hart ORIGINAL SIGNED
Bridge Engineer WALTER J. HART

SUBJECT 7th Avenue-Willamette River Section
Contract 7637

In raising Span 3 of the 6th Avenue Off Ramp back to grade, the following items should be considered:

1. Temporary falsework in Span 3 should be kept as close to the end of the span as possible, preferably in the end 1/5 of the span. Supports in the span reduce the dead load and increase the tension stress in the top of the section.

2. Support should be placed under the beam stems and not under the slab between stems.

3. The support at the end will be carrying the full load of the span before the existing damaged tower is removed. It is calculated that a force of 300 kips + will be required to transfer the load from the existing supports to the new support.

4. The new temporary support tower should be designed for a load of approximately 800 kips. Plastic flow will increase the force required to raise the structure back to grade.

5. The support should be as close to the end cross beam as possible.

NOTED
A. E. JOHNSON

WJH:dh

cc A. E. Johnson
H. A. Schell, FHWA
J. H. Versteeg

RECEIVED
JUL 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1972

FOR FILING

5

7637

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, OR 97310

Date: June 22, 1972

SUBJECT:

To: R. L. Schroeder
Assistant Highway Engineer

From: L. E. George

L. E. George
Traffic Engineer

Subject: OR Project 1-105-4(115)196
7th Ave-Willamette River (Eugene) Section
Guide Sign Message

After an extended effort, I have received word from Al Williams, the Traffic Engineer for Eugene, that the legend "CITY CENTER MALL" will be acceptable to the City of Engene.

This in effect makes one destination only, and would satisfy the requirements contained in the Federal Highway Administration's letter of May 16. I would suggest that the Bridge Section advise their contractor to proceed with the use of the legend as shown above.

LEG:vjc
cc: Walt Hart

Attachment

NOTED
R. L. SCHROEDER

RECEIVED
JUN 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 16, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Ave-Willamette River (Eugene) Section
Guide Sign Messages

By memorandum of April 28, 1972 Mr. Schroeder indicated intentions to change certain guide sign messages from CITY CENTER to CITY CENTER-MALL (single line) or CITY CENTER and MALL (double line). This same matter has been the subject of my previous memoranda dated March 1 and April 12.

While the 1971 Manual on Uniform Traffic Control Devices may not clearly prohibit use of the particular guide sign message proposed by Mr. Schroeder, such a message is considered to be undesirable and of questionable value. City Center and Mall are the same general destination and only one needs to be signed. The use of combination and dual messages can only add to driver indecision and confusion.

It is recommended that you reevaluate your position in this matter and the precedent you are establishing. If after reevaluation you still consider the proposed additional message appropriate the resulting signs should be designed to meet the MUTCD spacing and letter size requirements with full continuity in the destination messages, i.e., CITY CENTER-MALL single line message on all signs or CITY CENTER and MALL double line message on all signs. Any costs in addition to those which would be incurred beyond the originally approved signing plans will not be eligible for FA participation.

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RLS
Discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1972
FOR FILING

7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 8, 1972

TO L. H. Young
Programming Engineer

FROM Walter J Hart
Walter J. Hart
Bridge Engineer

NOTED
A. E. JOHNSON

SUBJECT
7th Ave.-Willamette River (Eugene) Section
Eugene-Springfield Hwy.
Contract 7637
Non-assessment of Liquidated Damages

The special provisions for the subject project require that certain work be done prior to the elapse of 270 calendar days. This time period will elapse in approximately one week. All work required except the completion of installation of high mast illumination towers will be done at that time.

Due to changes of plans by the state, this work was delayed approximately sixty days. This subsequently delayed pole delivery. It is now anticipated that the work will be completed within a sixty day time extension period which will be granted the contractor because of the delay.

There are other circumstances on this project which will require an overall time extension prior to the completion under Unit B which was allotted 700 calendar days.

In order to eliminate the necessity of submitting an interim request for additional time, it is requested that liquidated damages not be charged for the uncompleted work remaining in Unit A at this time. A formal request for a time extension will be made at the completion of the job to cover additional time needed for both Units A and B.

RWE/ag

cc A. E. Johnson
J. H. Versteeg
E. Jones

RECEIVED
JUN 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

State of Oregon
Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

June 1, 1972

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention: Mr. Franklin G. Drake

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 401, dated June 1, 1972, in the amount of $150,000.00, School District No. 1, Hood River County Bonds Nos. 168/179, 184/201, 30 @$5,000.00 each due January 1, 1974.

These Bonds are in lieu of retainage on State Highway Contract No. 7637.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By
Merle Crowe, Cashier

MC:pat

cc: Floyd Query, State Highway Department

RECEIVED
JUN [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 401

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N. W. Flanders Street
Address Portland, Oregon 97209

Date June 2, 1972

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
School District No. 1, Hood River County Bond 4½% Due January 1, 1974 Dated April 1, 1968	168/179 184/201	30	5,000				150,000.00
							150,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7637
Eugene - Springfield Interchange

Authority Chapter 746 O. L. 1971

Countersigned by
Deputy Cashier

Robert W. Straub
State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JUN [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN [illegible] 1972
FOR FILING

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 22[illegible]-3991

7637

June 1, 1972

Oregon State Highway Division
Accounting Section
Highway Building
Salem, Oregon 97310

Gentlemen:

This is to confirm that DONALD M. DRAKE COMPANY hand delivered yesterday to the State Treasurer's office $150,000 principal amount of Hood River County School District #1 4.5% general obligation municipal bonds. The State Treasurer will supply you with a copy of the official receipt this week.

These securities were deposited in lieu of retention on State Contract 7637 for the Eugene-Springfield Interchange.

We were pleased to note the release of the first $140,000 of retention on today's payment voucher. Thank you for your assistance in this transaction. We will expect to see an additional release on this month's voucher.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane

Donald B. Kane
Vice President - Finance

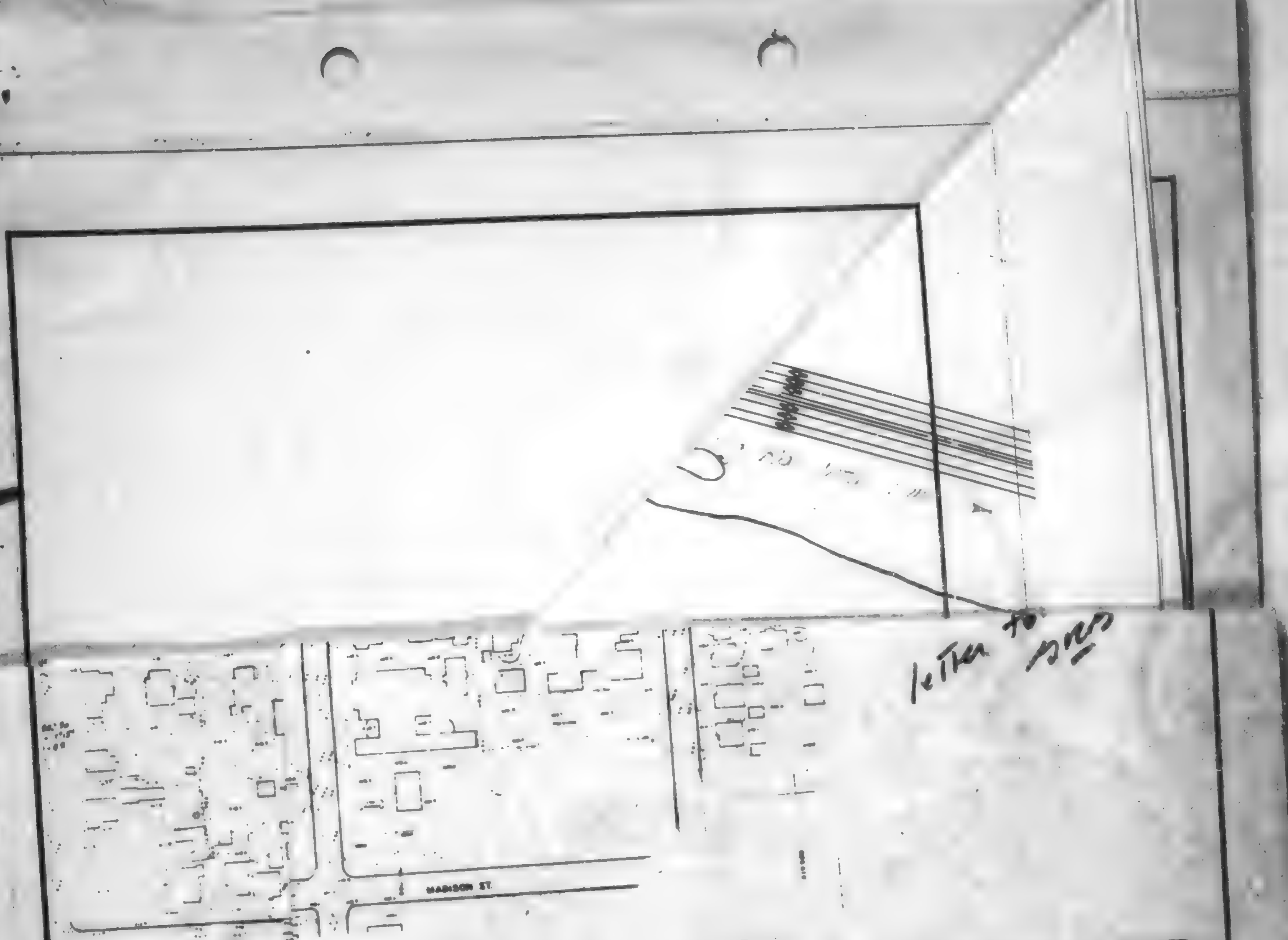
NOTED
F. R. KLABOE

DBK:ca

cc: Highway Division - Construction Section

Ellis H. Jones, Resident Engineer
2191 E. 15th Avenue
Eugene, Oregon 97401

RECEIVED
JUN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER



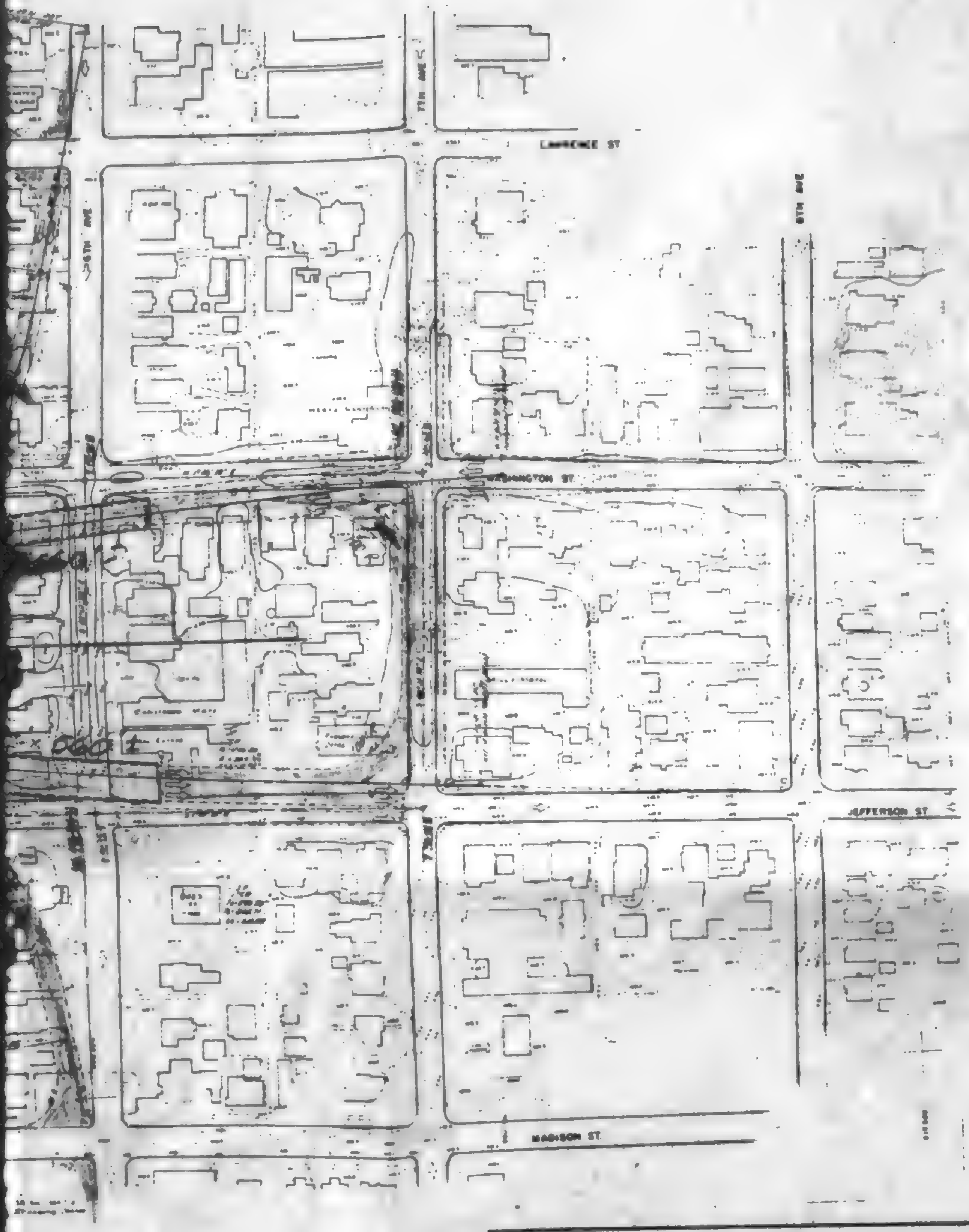
letter to BPR

DELTA FREEWAY INTERCHANGE

MILE POST

	Date	Signature	
			Designer
Submitted			Urban Engineer
Approved	1-5-66		asst Construction Engineer
"	1/7/66		Traffic Engineer
"	1-7-66	Ivan V Merchant	Bridge Engineer
"	1-10-66		Asst. Highway Eng'r.
"	1-19-67	Brooks	U.S.B.P.R.

5-L-33


LAWRENCE ST
7TH AVE
6TH AVE
8TH AVE
WASHINGTON ST
JEFFERSON ST
MADISON ST

letter follows
soon

200'

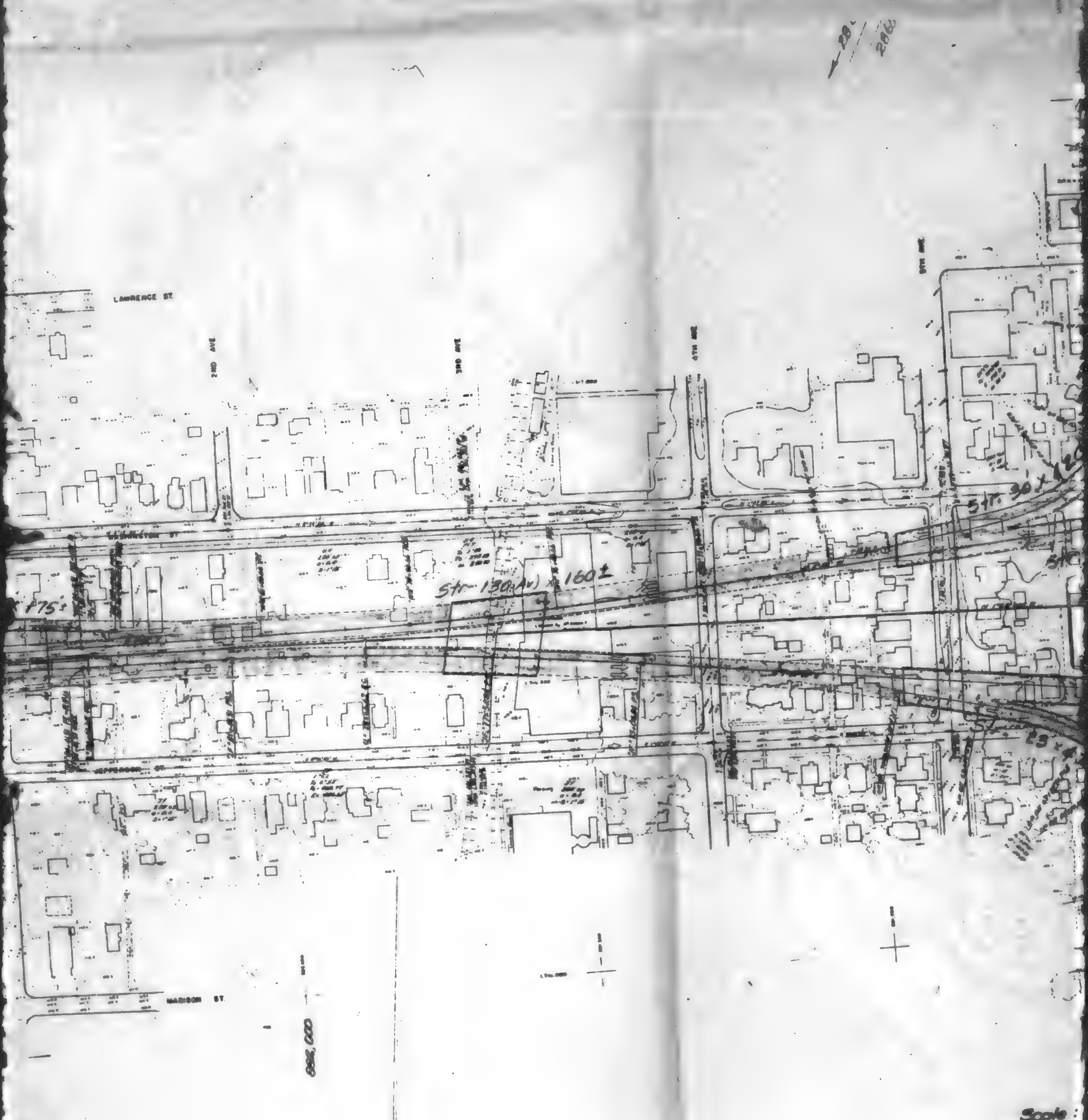
REVISION	BY
ed ~~WN~~ EB and ~~[illegible]~~ WB Legs	CH
LME and LMW	CH
"L" - "MS" base	CH
ed Traffic	CH
6' to 6' M.L. 80+00 - 92+00±	CH

DELTA FREEWAY INTERCHANGE

MILE POST

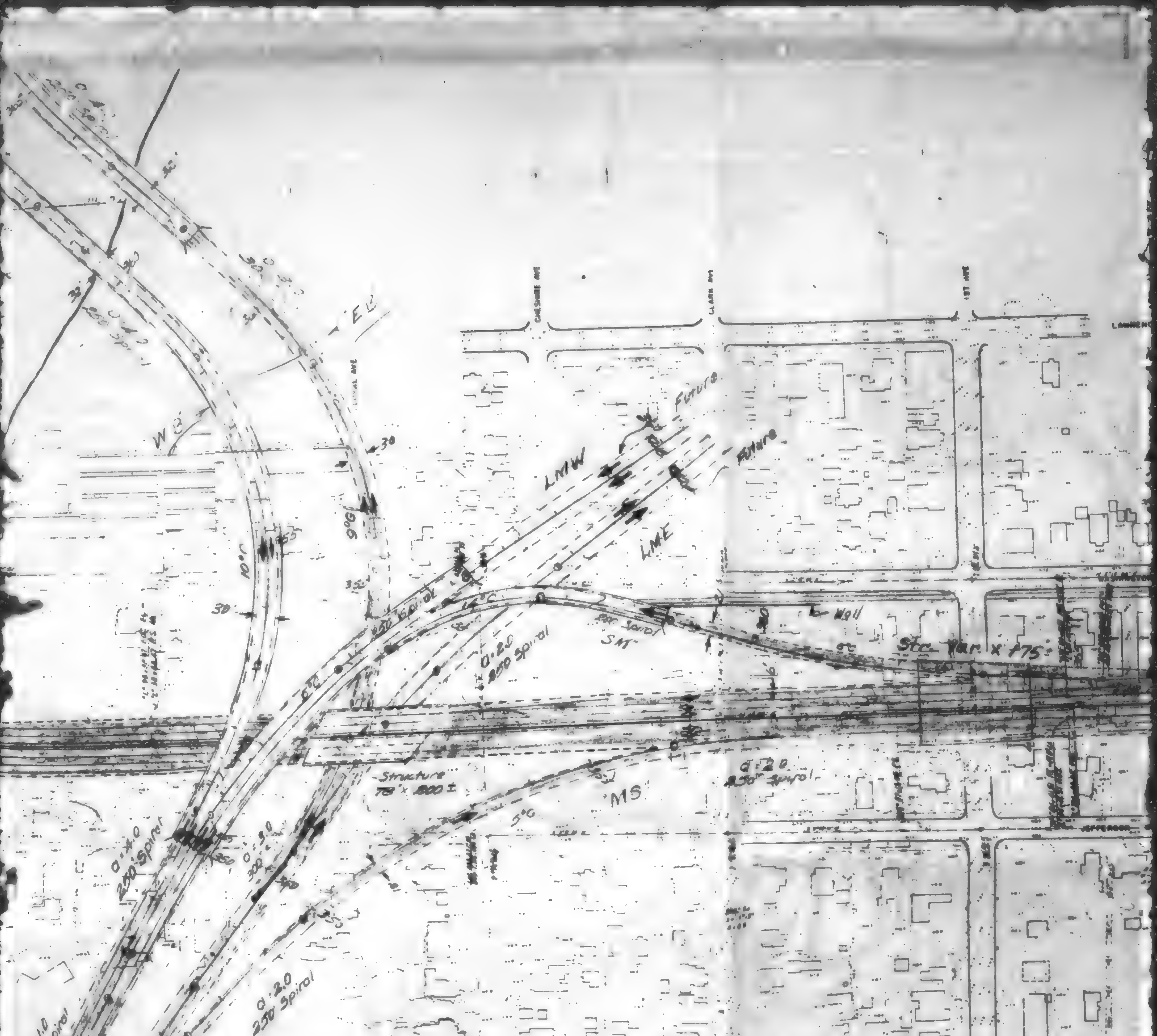
	Date	Signature	
			Designer
Submitted			Urban Engineer
Approved	1-5-66		Asst. Construction Engineer
"	1/7/66		Traffic Engineer
"	1-7-66		Bridge Engineer
"	1-10-66		Asst. Highway Eng'r.
"	1-19-67	B R Brooks	U. S. B. P. R.

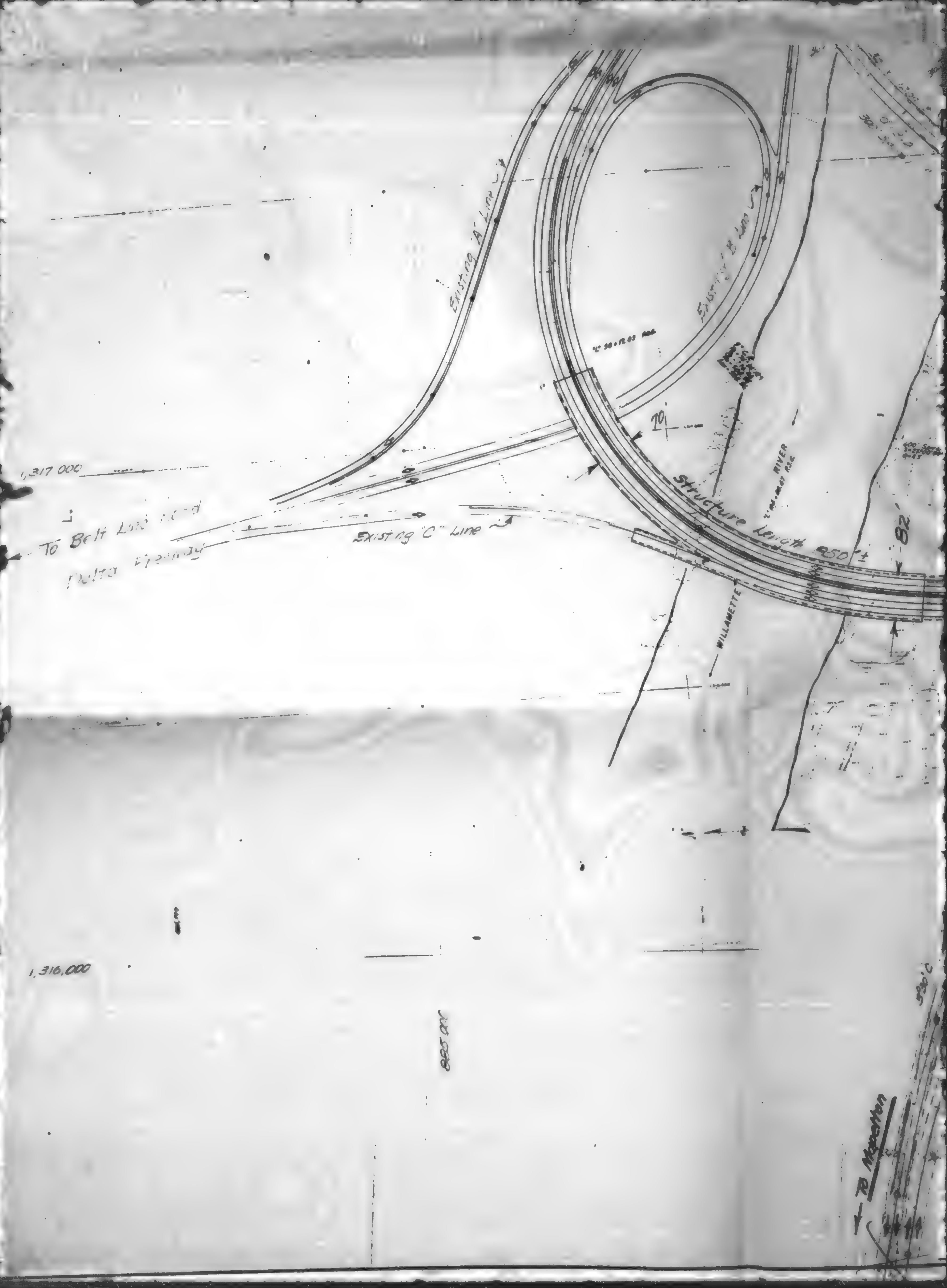
5-L-33


286
28
LAWRENCE ST.
2ND AVE
3RD AVE
4TH AVE
5TH AVE
WASHINGTON ST
JEFFERSON ST.
MADISON ST.
x 175±
Str 130(Av) x 160±
Str. 90 x 120
Str
25 x
988,000

Scale :

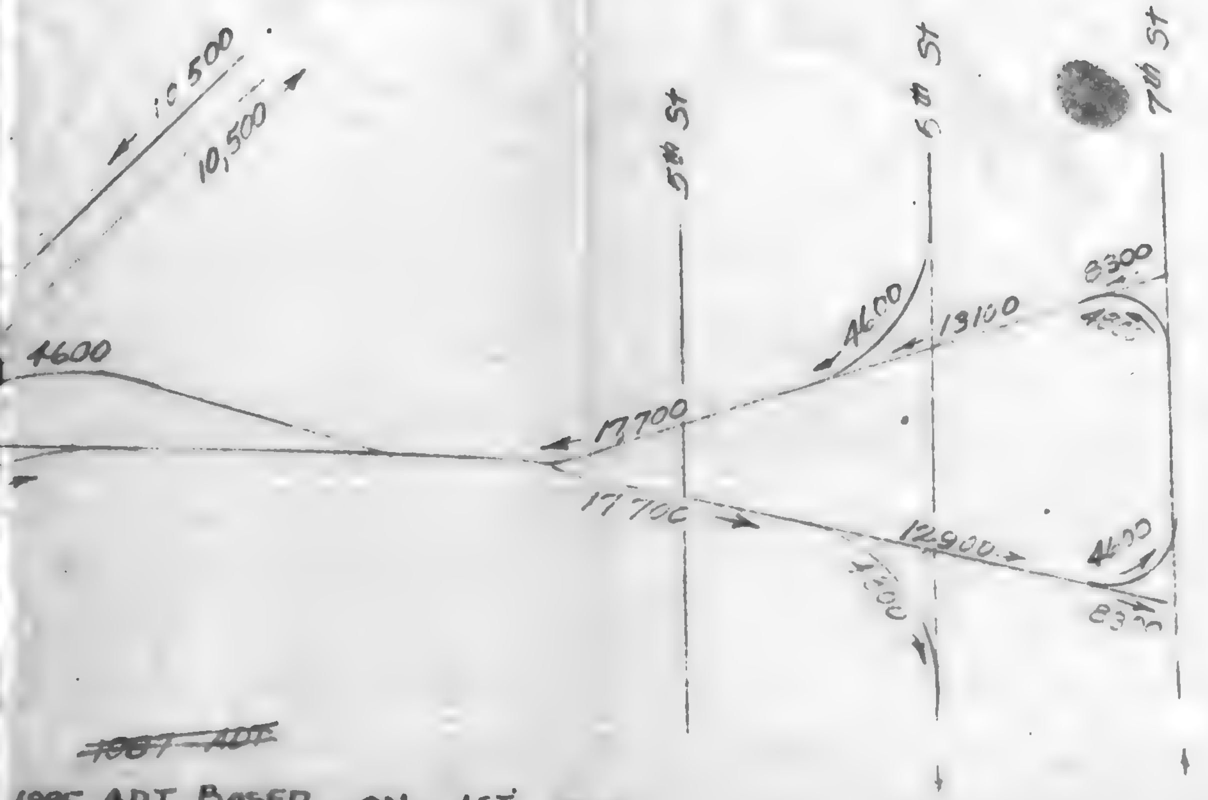
DATE
2/8/66
"
"
"
5/11/67


E
W
9°C
10°C
30
LMW
LME
Future
Future
CHESHIRE AVE
CLARK AVE
1ST AVE
250' Spiral
14°C
a:2.0
250' Spiral
SM
Wall
Sta. Var. x 175
Structure
75' x 1800'±
'MS'
a:2.0
250' Spiral
5°C
a:4.0
250' Spiral
a:3.0
300' S
a:2.0
250' Spiral
a:1.0
250' Spiral
4°C
883,000
a:1.0
400' Spiral


Existing 'A' Line
Existing 'B' Line
Existing "C" Line
To Belt Line Road
Delta Highway
Structure Length 950'±
82'
10'
WILLAMETTE
RIVER
1,317 000
1,316,000
885,000
5°30'C
To Mapleton

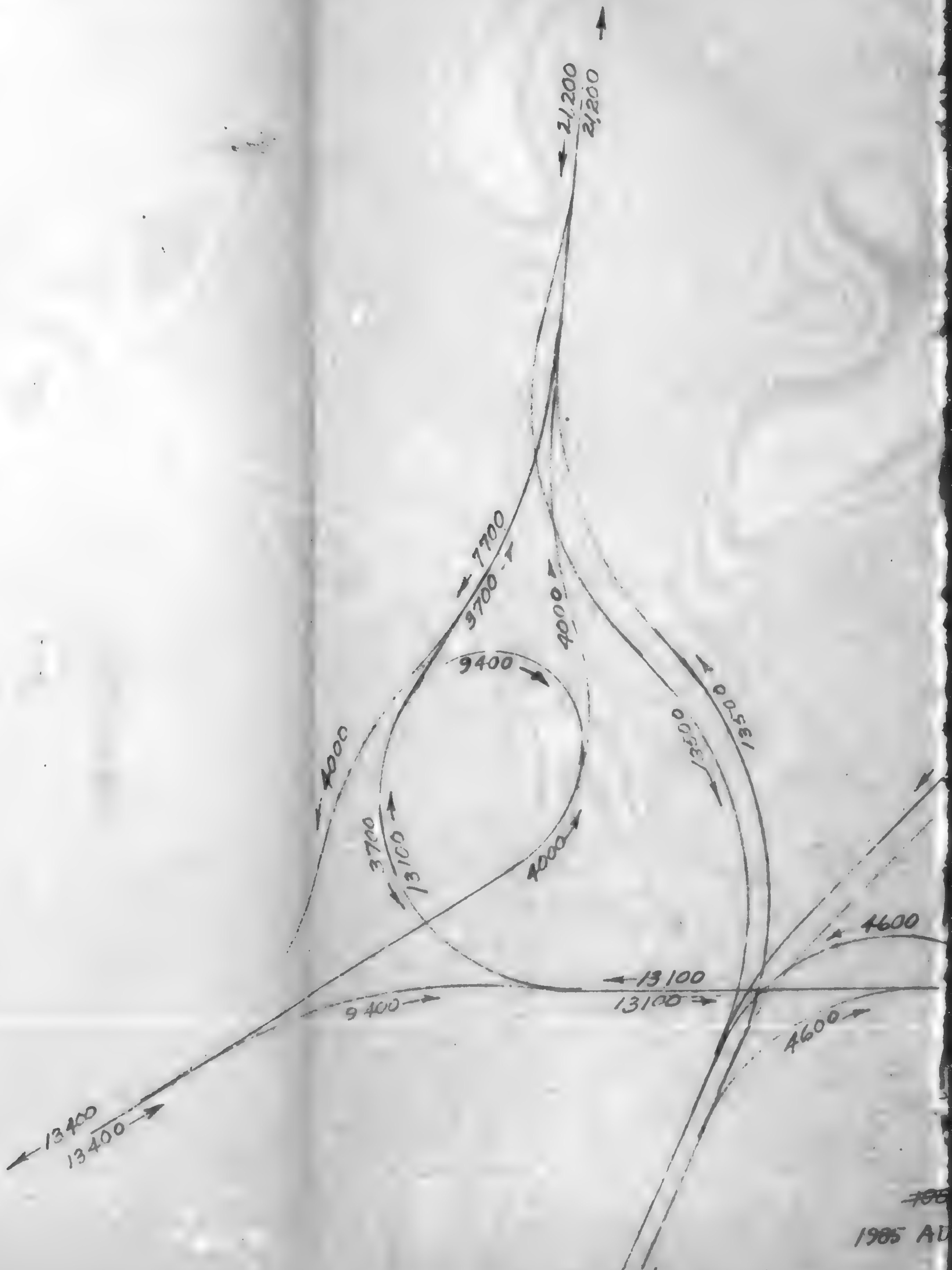
EUGENE I-105 WASHINGTON - JEFFERSON COUPLET Lane County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet

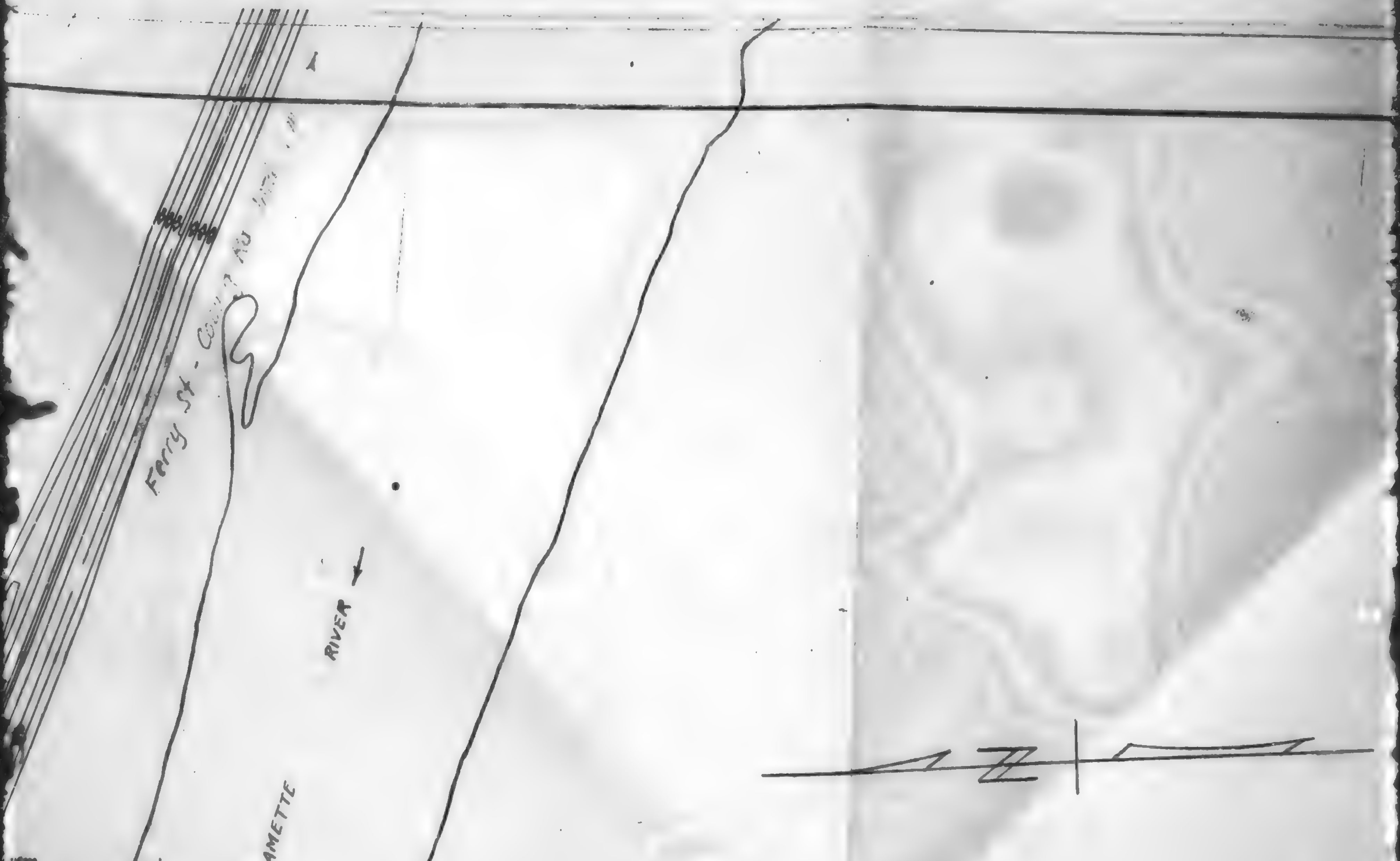

10,500
10,500
4600
5th St
6th St
7th St
17,700
17,700
4600
13100
8300
4800
12,900
4600
8300

~~1987 ADT~~

1985 ADT BASED ON 1ST FTS.


21,200
21,200
7700
3700
4000
9400
4000
13500
13500
4000
3700
13100
4000
4600
13,100
13100
9400
4600
13400
13400

1985 AD


Ferry St - County Rd
RIVER
WILLAMETTE

Ferry St - County Rd
WILLAMETTE
RIVER
370
370
9°0
12°0
Structure

8-20-71

FORM 1240
(Rev. 8-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
AUG 25 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT
1-105-4(115)196

STATE PROJECT NO.
7TH AVE. - WILLAMETTE RIVER (EUGENE) SECTION

COUNTY NAME
LANE

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
1-652

PROGRAM STAGE (Check)
☐ 1 ☒ 2

TO:
I-105F4(115)196
7637

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young
w/enc.
8-25-71

DATE PS&E APPROVED AUGUST 4, 1971	DATE AUTHORIZATION EFFECTIVE AUGUST 4, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE #105 STATE ROUTE NUMBER EUGENE-SPRINGFIELD HIGHWAY #227

LIMITS OF AUTHORITY
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $12,000.00; RAILROAD PROTECTIVE COSTS IN THE AMOUNT OF $48,500.00; ON THE JOB TRAINING IN THE AMOUNT OF $7,200.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $5,000.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING	$12,000.00
RR PROTECTIVE COSTS	48,500.00
ON THE JOB TRAINING	7,200.00
TEMP. EROSION CONTROL	5,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S AUGUST 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

[illegible] ENGINEER
OFFICE
RECEIVED

NOTED
TOM EDWARDS

DATE 8-20-71	SIGNATURE OF APPROVING OFFICIAL R. E. Simpson	TITLE DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
AUG 1971
FOR FILING

I-105 4(115)196

7637

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 16, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : for B. K. Hassner
R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Avenue - Willamette River Section
Experimental Category 2 Item

Johnson

Use of the High Mast Lowering Device on an experimental basis under Category 2 of PPM 20-6.3 is approved.

The Work Plan for evaluation, inspection and reporting of this item is approved.

cc:
OSHD (R N Chase)
OSHD (V E Skoog)
OSHD (L L Wallace)

orig to Bridge
8-17-71

RECEIVED
AUG 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 13 1971
FOR FILING

I-105-4(115)196
7637

August 12, 1971

Mr. Allen H. Coons
Member, Board of Directors
Lane County Chapter
Willamette Greenway Association
2742 Wingate Street
Eugene, Oregon 97401

4281

Dear Mr. Coons:

Copy

Thank you for your letter of July 22 concerning the effect of the proposed freeway on the Willamette River Greenway.

The extension of I-105 currently connecting to 6th and 7th Streets in Eugene via Washington-Jefferson Streets will be contracted on August 26. This project has been delayed approximately 18 months while details of a multiple-use project were agreed upon among the City of Eugene, the Federal Highway Administration and this agency. The extension will be entirely on structure and a very excellent small linear park plan has been developed which will be a credit to the area.

Copy

The Oakhill Freeway extending westerly is on a location which was requested by the governing bodies of Eugene and Lane County some ten years ago. The corridor has been adopted and approximately 40 percent of the right-of-way has been acquired. Construction has not been funded nor has final design been undertaken. The routing has also been approved and incorporated as a part of the Eugene-Springfield Transportation Plan developed by L-COG. At such time as funding for construction becomes imminent most certainly our Design people will be guided by the Environmentalist, the Acoustical Engineer, the Ecologist, and the Parks Design staff of the Highway Division to the end that a very creditable installation can be made.

Enclosed for your information is a print showing the two facilities in question which may be helpful to you in pinpointing their location.

Very truly yours,

R. L. Foster
State Highway Engineer

TE:ja kw

cc Tom Edwards
F. B. Klaboe
Victor Wolfe
Frank Hall
Carroll Kansey

Edwards

Draft Please

RECEIVED
JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Admin
BY SECRETARY

2742 Wingate St.
Eugene, Oregon 97401
July 22, 1971

[illegible] Draft

Oregon State Highway Department
Salem, Oregon

Subj: affect of proposed freeways on Willamette Greenway

Gentlemen:

I am a member of the Board of Directors of the Lane County chapter of the Willamette Greenway Association. It is in that capacity that I write you--and at the special request of the other members of the Board of Directors.

All of us are concerned with the impact the proposed extension of I-105 will have upon the Greenway through Eugene, and we would like to have from as detailed information as you may have available on this subject. Maps of the proposed route and your statement regarding what phase of planning you may have arrived at would be most useful. In other words, exactly where is the road going to go; what is it going to look like; what visual and what auditory impact will the route have upon the River and its immediate environs; and how unalterably committed to a given route as opposed to any alternative route are you?

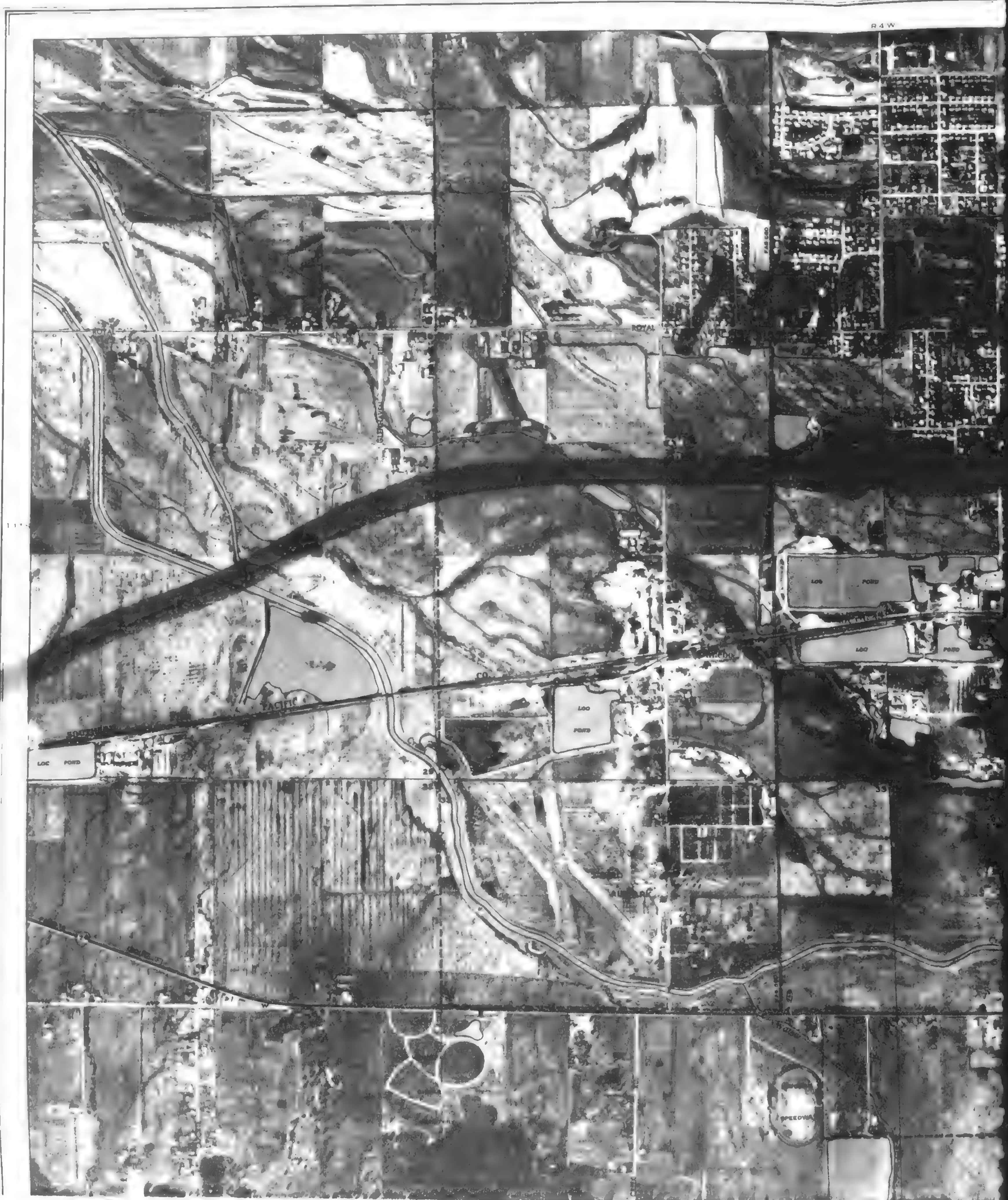
It occurs to us that we may have been caught sleeping on this particular road extension (We hope not.); and our reaction, if any, may come too late to have any impact on planning. We don't want it to happen again. Accordingly, we would very much appreciate it if you would be so kind as to send us information on other proposed road construction in Lane County in the near vicinity of the Willamette, i.e., ½ (one-half) mile. Again, maps and information on the stage of planning you may have arrived at would be most useful. We are interested in your plans, no matter how contingent they may be, so far into the future are you may have made them.

Thank you for your prompt and courteous attention to this matter.

RECEIVED
JUL 23 1971
OREGON
STATE HIGHWAY COMMISSION

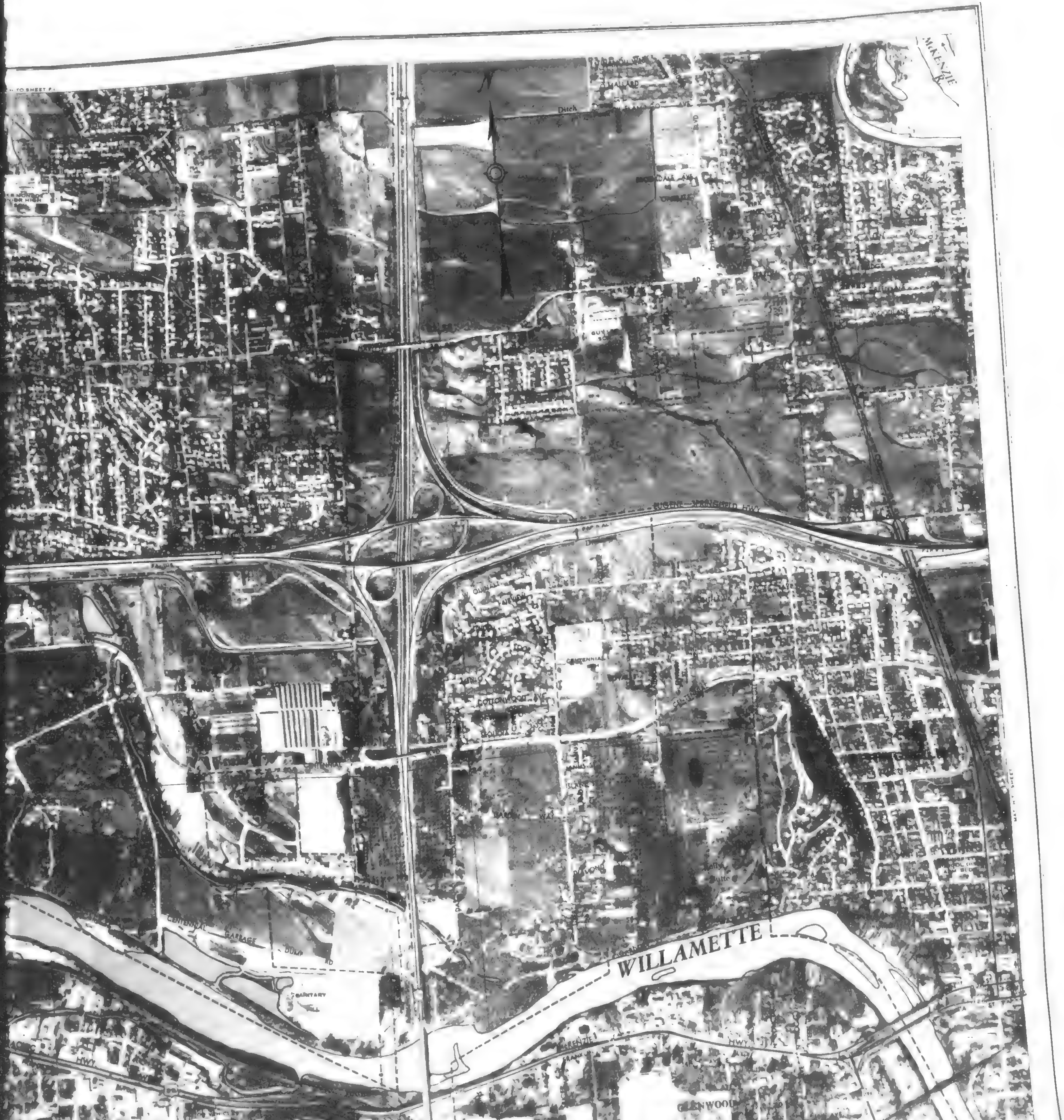
Yours truly,

Allan H. Coons
Member, Lane Co. Greenway


R4W
ROYAL
LOG POND
LOG POND
LOG POND
LOG POND
PACIFIC
CO
29
32
33
SPEEDWAY

EUGENE
LOG POND
LOG POND
LOG POND
LOG POND
LOG POND
POND
27 28
34 35
AVE
AVE
Creek
Creek

GOODPASTURE
RIVER
WILLAMETTE
WILLAMETTE
RIVER


WILLAMETTE
McKENZIE
GLENWOOD
EUGENE SPRINGFIELD HWY
CENTENNIAL
COTTONWOOD AVE
CENTENNIAL GARBAGE DUMP
SANITARY
Ditch

RECEIVED
AUG [illegible]
FOR FILING

FORM FHWA-[illegible] (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-105-4(115)196
7637

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 5, 1971

In reply refer to: 08-35-EC

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Avenue - Willamette River Section
Utilization of Surplus Concrete Piling

As requested in Mr. Merchant's July 20 letter permission is granted to use the surplus sections of 14-inch prestressed concrete piles on the subject project in the manner described in that letter.

Orig. to J. Merchant
8-9-71

NOTED
A. E. JOHNSON

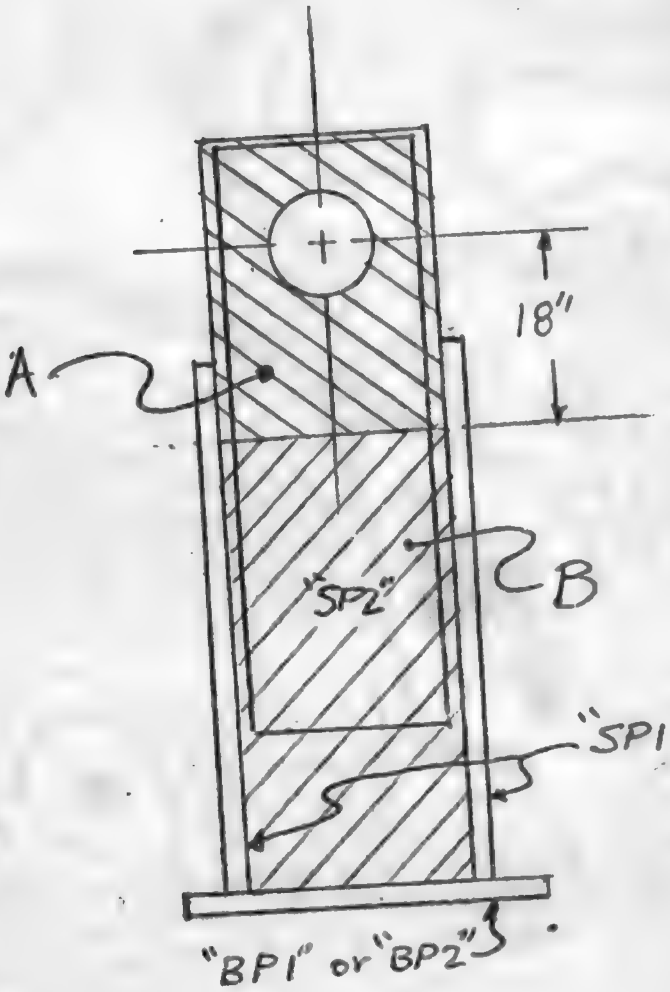
AEJ

RECEIVED
AUG 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Portland Wire and Iron
March 13, 1972



18"
A
B
"SP2"
"SP1"
"BP1" or "BP2"

Sketch to indicate areas for plate face surface repairs. See letter for explaination.

MAR 17 1972
FORM 2-30 (12-67)

7637

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

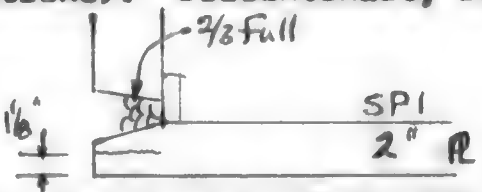
Salem, Oregon
March 13, 1972

SUBJECT: 7th Ave.-Will. R. (Eugene)
Contract #7637

To: Memo to File

2 P.M. March 11, 1972

Bill Bangert called re laminar discontinuity in edge at SP1 plate (base side plate with grout perforations). Discontinuity is about 10" from base plate and 4" long- apparently over 1" in depth. Laminar defects of this length and depth require approval of engineer to repair. (Actual depth is uncertain because plate is too hot to inspect with UT.) I told Bangert to dig it out to 1" depth and weld it up. Treat it as an edge lamination per Special Provisions 510.40 even though it may be buttered over in the process of finishing the groove weld.



Bangert's second comment concerned some other plates with multiple laminations- as many as 10 or 12 in a side, all less than 1" in length and at varying elevations on the side. Under 510.40, discontinuities of this size are to be ignored.

Bangert's third comment concerned a laminar discontinuity in a pin plate for a link. This discontinuity intersected 3-4" of the pin hole perimeter and extended to the edge of the plate. Certainly this plate is rejectable.

Further, Bangert commented on lots of "dirt" in the edges of plates at varying elevations such that the color of the steel is changed on burning. (Presumably this "dirt" seperates the steel into thin layers which are heated more completely during burning than solid steel, thereby resulting in these "dirty" areas turning blue.) On UT examination these areas show a 1/4 screen height indication, whereas the back reflection comes to 2/3 screen height. (During the UT examination of full penetration welds on the West Linn-Tualatin River project the back reflection was found to be some 6 db greater than the 5/64" flat-bottom calibration hole. In other words, the indication from the "dirt" is apparently less than the 5/64" hole.) (These are mostly plates to be put into links.)

NOTED
A. E. JOHNSON

Bangert says he was handed a letter Saturday Morning complaining about the length of time OSHD takes to arrive at decisions, particularly concerning repair of surface defects. It has been several weeks since the problem was presented to us. (This is a two-way problem; it has taken many weeks, with frequent reminders, for Portland Wire & Iron to furnish the necessary welding procedures for approval, which are still unreceived.)

After talking to Bangert I tried to call several Bridge Section authorities, unsuccessfully. Therefore I called Ed Rief and told him what I had told Bangert.

6 P. M. March 11, 1972

Bill Bangert called again. The lamination in the SP1 plate had been dug out to 1" depth for repair. While waiting for a welder the lamination opened up some more. This additional lamination was dug out, and again it opened up. At the end of the shift the opening was some 12-14" in length and approaching the bottom edge of the plate. The lamination has not yet intersected any of the grout holes. A decision on further repair is required from Bridge.

The above information was conveyed to Len Wallace on Sunday Evening.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
W. J. Hart
J. H. Versteeg
E. H. Jones
E. J. Rief

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Gen. Filer ~~A E Johnson~~

RECEIVED
MAR 1
FOR FILING
FORM 2-30 (12-37)

7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1972

SUBJECT: Meeting at Portland Wire & Iron
7th Ave.-Willamette R. (Eugene)
Contract #7637

To: Memo to the File

A meeting was held at Portland Wire and Iron in Portland on March 7, 1972 to discuss problems associated with the fabrication of bearing assemblies for subject project.

Present:

Al Lomax)
Terry Aarnio) Portland
Amil Killin) Wire & Iron
Bob Foster)

John Cloutier) Donald Drake
Web Smith) Company

John Junkins
Gerry Tester
Jack Alloway

Ed Rief) Oregon State
Ellis Jones) Highway Division

Distortion (bending) in side plates up to 3/16". Stress relief not recommended because of high vanadium. Decision by Bridge on acceptance of deformation to be made in next day or so.

Question as to who specified steel and electrode - - Bridge Section specified steel; Portland Wire & Iron specified electrode (in conference with Lincoln Electric).

Warp under base plate not too critical since we can grout to meet irregularities.

Possible change to 1/2" fillet from large groove to attach base plate (don't need quite as much preheat for fillet?). Would substantially reduce assembly time (8 hrs. vs 50 hrs.).

Portland Wire & Iron originally intended to inspect only with magnetic partical, not X-ray or Ultrasonic. Modified jigs to allow X-ray and Ultrasonic inspection (3 phase assembly with 48 hr. delay after each phase). Would like to delete delayed examination. "No way." (Wants names of California Fabricators who have used A-514. Mentioned Murphy Pacific as one.) X-ray requirement delayed work. (Portland Wire & Iron originally planned complete fabrication before inspection with magnetic partical.)

I mentioned the possibility of immediate inspection to locate slag, lack of fusion and other welder type defects which would not change with time. This would allow immediate repair of this type of

NOTED
A. E. JOHNSON

defect. However, this would be followed in 48 hrs. with inspection to pickup delayed cracking which A514 is noted for. The extra inspection would be for the benefit of Portland Wire & Iron and would be at their expense.

Ultrasonic picked by Portland Wire because of joint configuration and necessity of moving piece out of shop to X-ray.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: A. E. Johnson
W. J. Hart
J. H. Versteeg
E. H. Jones
E. J. Rief

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 - 1972
FOR FILING

c

UNITED STATES GOVERNMENT

Memorandum

7637

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon

DATE: March 1, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: R. L. Schroeder

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Avenue-Willamette River Section
Signing

Your letter and plans of February 24, 1972 covered a request for sign changes on the subject project have been reviewed.

This change incorporates an additional legend directing traffic to the City Center-Mall. Traffic is adequately directed with the present signing to the "City Center" and the addition of "Mall" would have no value in directing the motorist to the downtown City Center. Therefore the addition of "Mall" that you have recommended cannot be approved.

The other changes, numbering the interchanges and adding route numbers, are considered appropriate and are approved for FAI funding as shown on the plans.

3-7-72
REFERRED TO
Schroeder
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBK
Discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 24 1972

FOR FILING

I-105-4(115)196
7637

February 24, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Signing
7th Avenue-Willamette
River Section
Project I-105-4(115)196
Eugene

Attached is a set of plans showing proposed signing changes on the above project.

The primary purpose of these sign changes is to show the newly developed City Center Mall as a destination. This is a highly developed pedestrian mall which is drawing considerable traffic throughout the Willamette Valley area, thus it is believed that signing it as a major destination is in order. The estimated cost for the signing changes is $500.00.

Your approval and participation in the cost of these changes is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

Attachment
VPJ:njc jf

bc: George Baldwin
Tom Edwards
F. B. Klaboe
L. E. George

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMEI

2-21-72

3-9-72

RECEIVED FEB 2

FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

I-105-4(115)196

7637

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 22, 1972

In reply refer to: 10-35-DA/961

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Avenue-Willamette River (Eugene)
FHWA Order Interim 7-2(2)

Cy Const. Gene Hundly 2-28-72

Mr. Johnson's February 11 letter submits a request to provide an additional carpenter trainee on this project instead of an operating engineer trainee as had been originally proposed. This proposal is satisfactory.

With the approval in our September 23, 1971 memorandum and the above revision training to be provided is as follows: three carpenters, two iron workers, one pile driver, one cement finisher, and two laborers.

All training comes under official Department of Labor approved apprentice programs with the exception of the laborer training program which is essentially the same as approved on other recent Federal-aid projects.

2-28-72
REFERRED TO

Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form 'B-000—SM

7637

STATE COPY G-1P

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2-21-72 C
Contingent upon modification of project agreement if additional funds are required
G. K. Hoover
[illegible] Engineer

2-9-72

3-27-72

FEDERAL HIGHWAY ADMINISTRATION

Date of order
[illegible]
2-4-72

Project Name	7th Ave. - Willamette River (Eugene)	Date	February 16 1972
Highway	Eugene - Springfield	Contract No.	7637
County	Lane	Prefix	620-1046
Contractor	Donald M. Drake Company	F. A. Project No.	I-105-4(115)196
Address	1740 N.W. Flanders St., Portland, Ore. 97209	Order No.	3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove 8" sewer pipe stub in manholes and replace with 12" sewer pipe stubs.

No Comments 4-4-72

RECEIVED
MAR 3 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Manhole # 35	Sta. "Sew"	67+98
Manhole # 40	Sta. "Wn"	69+08

Estimate of quantities and cost:

Labor (+20%)	$ 68.72
Equipment (+15%)	28.82
Material (+15%)	2.46
Total	100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Change of plans - Drainage portion

NOTED
A. E. JOHNSON

WORK HAS STARTED 2-9-72.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 7,706,419.99
Present estimate of project cost, including $ 100.00 for work under this order	$ 7,422,317.23
Expected under-run ~~over-run~~ amount	$ 284,102.76
Expected under-run ~~over-run~~ per cent	3.69

Space to right of this line is for use of Salem Office

Submitted by: Ellis H. Jones H.E.M
Resident Engineer

Approval Recommended:
Construction Engineer
~~Bridge Engineer~~

Approval Recommended: John W. Sheldrake
Division Engineer

Approved A. E. Johnson
~~Deputy State Highway Engineer~~
Assistant State Highway Engineer

State Printing

7637

Form A-105—5M

STATE COPY

G-11

...TED EFFECTIVE DATE 1-28-72
...ntingent upon modification of pro-
...t agreement if additional funds are
...quired

Dist. Engineer

...TE 5-2-72

...RAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

STATE FORCES NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 5

Project Name 7th Ave.-Willamette River (Eugene)

Date February 16, 1972

Highway Eugene - Springfield

Contract No. 7637

F. A. Project No. I-105-4(115) 196

County Lane

Prefix 620-1046

Account No. ~~23~~ 285-05

Description of Work To Be Done: Adjust Water Service

Reimburse Clarence Vos Plumbing, Inc. for adjustment of Water Service.

To Const. 5-5-72

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Location by Station Numbers: 6th Ave. 72+00 to 73+60 Lt.

Estimate of Quantities and Costs:

Labor	6 Hrs	@ $ 16.00	=	$ 96.00
Equipment	6 "	" 16.00	=	96.00
Materials-all				118.00
		Total		310.00

NOTED
A. E. JOHNSON

Explanation: This is necessary so as to complete construction work in this area. Was not included in R/W negotations.

WORK HAS NOT STARTED

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	NOTED $ 7,706,419.99
Present estimate of project cost, including $ 310.00 for work under this order	$ 7,404,695.84
Expected under-run ~~XXXXXXX~~ (amount)	$ 301,724.15
Expected under-run ~~XXXXXXX~~ (per cent)	3.92%

Space to right of this line is for use of Salem Office

Submitted by: HFM Resident Engineer

Approval/Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Division Engineer

Approved: Deputy or Assistant State Highway Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
MAR 1 - 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO. 1-105-4(112)197

STATE PROJECT NO. 7TH AVE.-WILLAMETTE RIVER BR.

COUNTY NAME LANE

PROGRAM NO.

ITEM NO. 1-481

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

2-10-72

TO:

7637

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

2-15-72
REFERRED TO
Hunt
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE FEBRUARY 10, 1972

FEDERAL ROUTE NUMBER INTERSTATE ROUTE 105

STATE ROUTE NUMBER EUGENE-SPRINGFIELD ROUTE 227

NOTED
E. S.

GENERAL LOCATION:
EUGENE

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF EUGENE'S WATER METER. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $183.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* UTILITY ADJUSTMENT
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AGREED PRICE AND/OR FORCE ACCOUNT

NOTED
TOM EDWARDS

REMARKS
OUR PROGRAM MEMORANDUM DATED FEBRUARY 23, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE CITY OF EUGENE WATER & ELECTRIC BOARD CONSISTING OF YOUR VERBAL ADVICE OF CONFLICT, THE EUGENE WATER & ELECTRIC BOARD'S FEBRUARY 1, 1972 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S FEBRUARY 4, 1972 LETTER.

DATE 2-10-72

SIGNATURE OF APPROVING OFFICIAL

TITLE FOR: DIVISION ENGINEER

cc Litchfield
Morgan
Young

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 397

SAFEKEEPING RECEIPT

Date May 17, 1972

Received for Account of Donald M. Drake Co.

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Coos County, Oregon Bay Area Hosp. Dist. Gen. Oblig. Bonds 1972-A 6.25% Due April 1, 1974 Dated A pril 1, 1972 #177878-6	32/59	28	5,000				140,000.00
							140,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7637
Eugene - Springfield Interchange

Authority Chapter 745 O.L. 1972

Countersigned by Mark Rowe ~~Deputy~~ Cashier

Robert W Straub
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon
Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

May 17, 1972

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention: Franklin G. Drake

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing Safekeeping Receipt No. 397, dated May 17, 1972, in the amount of $140,000.00, Coos County, Oregon, Bay Area Hospital General Obligation Bonds Nos. 32/59, 28 @ $5,000.00 each due 4-1-74.

These Bonds are in lieu of retainage on State Highway Contract No. 7637.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe
Cashier

MC:cm

cc: Floyd Query, State Highway Department

COPY

RECEIVED
MAY 4 - 1972

FOR FILING
7637

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM J. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER

May 3, 1972

Floyd Query, Secretary
OREGON STATE HIGHWAY DIVISION
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

We have received your letter of April 27, 1972 relating to your Contract No. 7637 awarded to the Donald M. Drake Company. We appreciate your efforts in bringing this matter to an expeditious conclusion and we have advised our client with respect to the contents of your letter. We presume that you will be hearing from the Donald M. Drake Company in the very near future with respect to depositing securities in lieu of retainage.

Very truly yours,

WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Preston C Hiefield

PRESTON C. HIEFIELD, JR.

PCH:cm
Enc.

RECEIVED
MAY 4 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
APR 28 1972
FOR FILING

7637

April 27, 1972

Williams, Montague, Stark, Hiefield
and Norville, P. C.
Attorneys and Counselors at Law
Boise Cascade Building
Portland, Oregon 97201

Attention: Preston C. Hiefield, Jr.

Gentlemen:

Yesterday I talked with Leonard Lindas, Chief Counsel for the Highway Commission concerning the effective date on Contract No. 7637 awarded to Donald M. Drake Company.

Mr. Lindas had received your letter of April 25 and after further research and consultation advised me that we should consider the execution of this contract as subsequent to September 9, 1971. Thus, allowing the contract to come under the Retainage Law which permits the depositing of securities in lieu of retainage.

You may have received instructions concerning the depositing of securities, but in the event you have not we have attached a copy of a letter briefly explaining the requirements which may be helpful to you.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

Attachments

bc L. I. Lindas
V. E. Skoog

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM J. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER

RECEIVED
APR 26 1972
LEGAL

April 25, 1972

4/26/72
Discussed with
Chairman Jackson;
who feels we should
accede to the within
request. LJ Lindas

Mr. Leonard Lindas, Chief Counsel
OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Subject: Contract #7637
Eugene - Springfield Highway

Dear Leonard:

As discussed with you by phone on April 24, 1972, we are enclosing for your information a copy of a letter from the Secretary of the Commission to our client, Donald M. Drake Company, dated September 22, 1971, a copy of our client's letter to the Secretary dated October 1, 1971, and a copy of our client's letter to the Secretary dated April 5, 1972 which has an endorsement thereon by our client, Mr. Donald Kane, that Mr. Query replied on or about April 15, that our client is not eligible to deposit securities in lieu of retainage under House Bill 1232 amending ORS 279.575.

You will note that Mr. Query's letter of September 22, 1971 contains legal citations from your office regarding acceptance by the Highway Commission of a bid, thereby converting the offer or bid into a binding contract. As in many cases, the exact issue may not have been presented to you in securing your legal counsel.

Although we cannot say that § 2 of House Bill 1232 covers our precise situation, I think it is fair to say that the intent of the Legislature is expressed thereby by reference to application of the Bill through contracts executed after the effective date of the act, and as you will note, our client executed the contract on September 15, 1971.

Mr. Leonard Lindas, Chief Counsel
OREGON STATE HIGHWAY COMMISSION
April 25, 1972
Page Two

Taking all of the foregoing into account we would appreciate your taking this matter up with the Chairman of the Commission and hopefully our client will then be in a position to provide the municipal bonds referred to in the letter of April 5, 1972 under the act.

If there is anything further required to secure a speedy response, please let us know.

Very truly yours,

WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Preston C Hiefield

Preston C. Hiefield, Jr.

PCH:cm
Enclosures

April 5, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Contract #7637
Eugene - Springfield Highway

Dear Mr. Query:

I was informed today by Mr. Don Taylor of the Highway Department that our Contract #7637 is not eligible for substitution of securities for retention because this contract was dated prior to an October 2nd cutoff date which was established by the Department. We believe that this Contract is eligible for the following reasons:

1) Our letter of October 1, a copy of which is attached, clearly shows that the Contract was executed after the effective date of the bill which was September 9th, 1971.

2) Section 2 of the Bill (copy attached) clearly refers to date executed, not date bid or date prepared, as the criteria for application.

3) As stated in the letter of October 1, we relied on House Bill 1232 in determining our bid on Contract #7637. Therefore to later deny us the benefits of this bill would be to work an undue hardship on this company.

4) We specifically stated on October 1 that we intended to submit securities in lieu of retainage on this contract. Since we didn't hear any reply to the contrary we feel that we were entitled to rely on this position.

Relying upon the above we have purchased $140,000 of municipal bonds to substitute for retention on the Eugene contract. Please give this matter your earliest consideration, so that we may substitute securities early in May if after review you agree with our position.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:ca

Enc.

Query replied 4/15 (prox) -
reiterated position of his
dept that we are not eligible.
LK

October 1, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Contract No. 7637
Eugene-Springfield Highway

Dear Floyd:

In your absence today I talked with Leonard Lindes regarding your letter of September 22, 1971.

Although the Contract became binding August 30th when the Commission accepted our bid, the Contract was executed on September 15th. House Bill 1232 uses the word "executed" when it refers to the applicability of Section 1 (2) so our point is merely that we have executed the Contract September 15, 1971, with the understanding that we can submit securities acceptable to the State Treasurer in lieu of retainage as provided for in the Act.

Should you have any further questions regarding our understanding and intentions on this matter, please feel free to give me a call.

Very truly yours,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:cm
ccb:PCHiefield

P. Hiefield
File contract file

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
DONALD M. DRAKE COMPANY
SEP 23 1971

F G D	M C D	J B K	K L B	J H C	R E G	N H M	L D P	E S	A P S	L S T.	F I L E
J											

September 22, 1971

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of Contract No. 7637 for work on the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway in Lane County. A copy of this contract is also being sent to the surety on your performance bond.

When the contract forms were returned to us from your office, we noted that the contract date had been changed from August 30 to September 15, 1971, and that the same change had been made on the performance bond.

This matter was called to the attention of our Chief Counsel, and he has advised as follows:

"Acceptance by the Highway Commission of a bid for a contract for public work upon the basis of plans, specifications and the terms of such proposal, and the offering to do the work in accordance with the specifications, converts the offer into a binding contract, Harvey v. U.S., 105 US 671, upon notification to the bidder of such acceptance, Cedar Rapids Lbr. Co. v. Fisher, 105 NW 595, even though a formal bidder's contract has not been executed, Pennington v. Summer, 270 NW 629.

It is my opinion, therefore, the contract herein involved became binding the date of the receipt by the contractor of acceptance of it's bid by the Highway Commission."

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl
Enclosure

cc The Travelers Indemnity Company

RECEIVED
MAY 1 - 1972
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 28, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
R. L. Schroeder
Assistant State Highway Engineer

98

SUBJECT
Oregon Project I-105-4(115)196
7th Avenue - Willamette R. Sec.

Your most recent letter concerning the revision of certain sign legends on the 7th Avenue-Willamette River (Eugene) section from City Center to City Center Mall states that this sign message cannot be approved.

It is our intention to proceed with this work as a non-participating item under the existing contract. The Eugene central business district mall area is unique in Oregon. It is our opinion that in the area in which we intend to install these signs, there is a significant portion of the driving public who would be aided by the display of this legend. The signs, as we propose to install them, conform in all aspects to the Interstate signing regulations and all other sign regulations contained in the Manual of Uniform Traffic Control Devices, as issued by the U. S. Department of Transportation in 1971. There is no section in this manual that dictates the legend used in directional signing.

Unless evidence can be shown to the contrary that exists in the sign manual, we intend to proceed with the use of the above mentioned legend.

leg;lp el
bcc: Tom Edwards
F. B. Klaboe
L. E. George
Walt Hart
J. h. Versteeg

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 12, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Ave.-Willamette R. (Eugene) Sec.

Your letter of April 6, 1972 to Mr. J. H. Versteeg, Regional Engineer, furnished a set of drawings for sign revisions on the subject project.

Our letter of March 1, 1972 to your office stated that "Traffic is adequately directed with the present signing to the "City Center" and the addition of "Mall" would have no value in directing the motorist to the downtown City Center". We would also point out that the addition of the term "Mall" does not conform to the signing manual.

Therefore we again deny the inclusion of this addition to the signing on this Interstate project.

4-18-72
REFERRED TO
Schroeder -Young

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1972
TRAFFIC ENGINEERING

NOTED
R. I. SCHROEDER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7637
DC
RD

OREGON STATE HIGHWAY DIVISION
DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1972

SUBJECT: 7th Ave.-Willamette R. (Eugene) Sec.
Eugene-Springfield Highway Sec.
Lane County
Contract 7637
Signing Revisions

To: Mr. J. H. Versteeg
Regional Engineer

ROSEBURG

Enclosed are ten full size and fifteen reduced size prints of drawings 27245, 27246, and 27247 for signing revisions on the above project.

These drawings have been revised to revise the "Exit Numbers", add signing to reroute ORE126 over the Eugene-Springfield Highway, and to revise the legends reading "Eugene" and "City Center" to "City Center-Mall".

These items have been discussed and approved by the Federal Highway Administration, except for the item of revising legends to "City Center-Mall", which was not approved and will be done as a nonparticipating item. The additional quantities involved are:

Cardinal Direction Signs	4 ft.^{2}
Shields	12 ft.^{2}

E. George

These drawings are being sent to you for your use and for forwarding to the resident engineer and the contractor for their work. If additional prints are required, please notify this office.

Please take the necessary action to initiate necessary price agreements.

R. W. Ellison
Bridge Administration Engineer

DOC:dh
Enclosures
cc Ellis H. Jones /w/ 2 attach.
A. A. Rear /w/ 1 attach.
J. H. Wood /w/ 1 attach.
H. A. Schell /w/ 7 attach. - Please return two sets with your approval noted thereon.

NOTED
R. W. ELLISON

RECEIVED
MAR 10 1972
BRIDGE DIVISION

bc W. J. Hart /w/ 1 attach.
W. G. Beard /w/ 1 attach.

attached reg. dro. in file.

RECEIVED
APR 14 1972
FOR FILING

7637

April 14, 1972

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane
Vice President - Finance

Gentlemen:

This is in response to your letter of April 5 concerning Contract No. 7637 as to the date when this contract was considered to be effective.

I referred your letter and the attachments which were with it to our Chief Counsel and also dates pertaining to execution of the contract beginning with the date when bids were received.

Mr. Lindas, Chief Counsel, has advised me that the contract was binding on both parties when the Commission authorized the award of the contract and when notification of the award was received by the contractor.

Attached is a copy of my letter dated August 31, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Att.

cc Tom Edwards
F. B. Klaboe
L. I. Lindas
Don Taylor

REFERRED TO
Lindas
BY SECRETARY

Contract 7637
Donald M. Drake Co.
7th Ave - Willamette River (Lane Co.)

Bids received	Aug 26, 1971
Referred to Engineer to award when FHA approves	Aug 30, 1971
Awarded by Engineer	Aug 30, 1971
Contract copies received from Design	Sept 10, 1971
Contract copies to Contractor	Sept. 10, 1971
Returned to us by Contractor (1st time)	Sept. 17, 1971
" " " " (2nd time)	Sept. 21, 1971
(witness signature was missing)	
Contract to Insurance Commissioner	Sept 17, 1971
" from " "	Sept 17, 1971
" to Chief Counsel for signing	Sept. 21, 1971
" to Hwy Engr " "	Sept 22, 1971
" to Contractor - fully executed	Sept 22, 1971

Leonard, attached is Drakes' letter of 4-5-72
Was this a contract prior to 9-9-71 or subsequently?

Floyd Query

Floyd: There was a contract, binding on the parties, when the Commission authorized the award to Drake & notice of the award was then received by Drake.

L O Lindas

Copies to: Edwards
Klabre
Taylor

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 228-3891

April 5, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Contract #7637
Eugene - Springfield Highway

Dear Mr. Query:

I was informed today by Mr. Don Taylor of the Highway Department that our Contract #7637 is not eligible for substitution of securities for retention because this contract was dated prior to an October 2nd cutoff date which was established by the Department. We believe that this Contract is eligible for the following reasons:

1) Our letter of October 1, a copy of which is attached, clearly shows that the Contract was executed after the effective date of the bill which was September 9th, 1971.

2) Section 2 of the Bill (copy attached) clearly refers to date executed, not date bid or date prepared, as the criteria for application.

3) As stated in the letter of October 1, we relied on House Bill 1232 in determining our bid on Contract #7637. Therefore to later deny us the benefits of this bill would be to work an undue hardship on this company.

4) We specifically stated on October 1 that we intended to submit securities in lieu of retainage on this contract. Since we didn't hear any reply to the contrary we feel that we were entitled to rely on this position.

Relying upon the above we have purchased $140,000 of municipal bonds to substitute for retention on the Eugene contract. Please give this matter your earliest consideration, so that we may substitute securities early in May if after review you agree with our position.

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane

Donald B. Kane
Vice President - Finance

DBK:ca

Enc.

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

PORTLAND • SAN FRANCISCO

October 1, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Contract No. 7637
Eugene-Springfield Highway

Dear Floyd:

In your absence today I talked with Leonard Lindes regarding your letter of September 22, 1971.

Although the Contract became binding August 30th when the Commission accepted our bid, the Contract was executed on September 15th. House Bill 1232 uses the word "executed" when it refers to the applicability of Section 1 (2) so our point is merely that we have executed the Contract September 15, 1971, with the understanding that we can submit securities acceptable to the State Treasurer in lieu of retainage as provided for in the Act.

Should you have any further questions regarding our understanding and intentions on this matter, please feel free to give me a call.

Very truly yours,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:cm
ccb:PCHiefield

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

HOUSE BILL 1232 - CHAPTER 746 OREGON LAWS 1971
(An amendment to ORS 279.575)

SECTION 1. (1) Partial payment shall be allowed and made on public contracts for public improvements, based upon estimates prepared and certified to by the public body. An amount equal to not more than five percent of the contract price of the work completed may be withheld as retainage. No such partial payment shall be construed as acceptance or approval of some of such work or waiver of any defects therein.

(2) Notwithstanding subsection (1) of this section, a public body may reduce the amount of the retainage on the public contract to less than five percent of the contract price, if the resulting retainage will be not less than 200 percent of the estimated value of the work that has not been completed or if the contractor deposits with the public body, in lieu of the retainages, bonds and securities of equal value of a kind approved by the State Treasurer, including but not limited to:

(a) Bills, certificates, notes or bonds of the United States.

(b) Other obligations of the United States or its agencies.

(c) Obligations of any corporation wholly owned by the Federal Government.

(d) Indebtedness of the Federal National Mortgage Association.

(3) Subsections (1) and (2) of this section do not apply to a public body if the charter of the public body contains conflicting provisions.

(4) The public body shall pay to the contractor interest at the rate of one percent per month on the final payment due the contractor, interest to commence 30 days after the work under the contract has been completed and accepted and to run until the date when the final payment is tendered to the contractor. The contractor shall notify the public body when he considers the work complete and the public body shall, within 15 days after receiving the notice, either accept the work or notify the contractor of work yet to be performed on the contract. If the public body does not within the time allowed notify the contractor of work yet to be performed, the interest provided by this subsection shall commence to run 30 days after the end of the 15-day period.

(5) As used in this section:

(a) "Public body" means the state, a county, city, school district, special district, municipal corporation or political subdivision of the state.

(b) "Public contract" means a contract to perform work or to furnish material or supplies to a public body.

(c) "Retainage" means the difference between the amount earned by the contractor on a public contract and the amount paid on the contract by the public body.

SECTION 2. The amendments to ORS 279.575 enacted by subsection (1) of section 1 of this Act do not apply to public contracts executed prior to the effective date of this Act.

RECEIVED
STATE HIGHWAY COMMISSION

W. Hart

RECEIVED
APR 20 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7637

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 12, 1972

In reply refer to: 10-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(115)196
7th Ave.-Willamette R. (Eugene) Sec.

Your letter of April 6, 1972 to Mr. J. H. Versteeg, Regional Engineer, furnished a set of drawings for sign revisions on the subject project.

Our letter of March 1, 1972 to your office stated that "Traffic is adequately directed with the present signing to the "City Center" and the addition of "Mall" would have no value in directing the motorist to the downtown City Center". We would also point out that the addition of the term "Mall" does not conform to the signing manual.

Therefore we again deny the inclusion of this addition to the signing on this Interstate project.

4-18-72

NOTED
A. E. JOHNSON

REFERRED TO
Schroeder - Young

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

RECEIVED
APR 18 1972
PROGRAMING SECTION

NOTED
L. H. YOUNG

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CC: Johnson 4-19-72
W. Hart

RECEIVED
APR 14 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 7, 1972

In reply refer to: 10-35-FA

9637

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Const. (Litchfield)
4-13-72

SUBJECT: Oregon Project I-~~5~~106-4(112)197
7th Avenue-Willamette River Bridge Section
Adjustment of Water Service to Town House Motel

In response to Mr. Litchfield's April 5, 1972 letter on the above subject, we acknowledge that the entire adjustment of the water service to the Town House Motel was in effect authorized with our February 10 form PR 1240 even though the work described only involved the adjustment of the meter by the City of Eugene.

While the portion of the work on private property by a plumbing contractor does not appear to fall under the provisions of PPM 30-4 & 30-4.1, it is recognized as a proper incidental cost to the construction of the project and we are prepared to approve whatever type of work order you feel is appropriate to allow payment for this work.

NOTED
A. E. JOHNSON

4-12-72
Johnson

RECEIVED
APR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 24 1972
FOR FILING

4-5-72

[illegible] COPY

FORM PR-[illegible]
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord

7637

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. 5	County Lane	Division Oregon
Date of Inspection 4/5/72	Inspection Made By P. V. Riedl, Area Engineer		Project No. T-105-4(115)196
In Company With Ellis Jones, Res Engr; Crawford Jencks, Trainee			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed a) 71.3 b) 27.6%	Work Completed 27.6%

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

7th Avenue - Willamette River (Eugene)
Eugene-Springfield Highway
Grading, Paving, Structures, Traffic Control Devices & Illumination

This is a stage inspection on the structure work performed to date.

Work completed to date on all items:

COPY SENT
APR 20 1972
REGIONAL OFFICE

4-24-72
Al-Vastey

Clearing 70%
Drainage 41%
Grading 13%

Bridge No. 9600 33.3%
pedestrian O'xing. 18.7%
Retaining Wall 61.7%
Signing 7.6%
Traffic Signals & Illumination 8.2%

Status to date on Structure 9600

Footings complete except for JF & WN retaining wall. Columns complete. Bottom slab concrete placed span L5 and L6 except for the pour over bent 6, right stems span L6 right.

This project is set up covering two completion dates (a) all illumination work north of the Willamette River shall be completed before the elapse of 270 calendar days, and, (b) all work to be done under the contract shall be completed before the elapse of 700 calendar days. It is estimated that the illumination will be completed by June 18, 1972.

This inspection covered the project documentation and field control of the items involved with the main structure. These consisted of Item #1 Mobilization, Items #58 through #75 Bridge items. My review covered primarily the record controls for payment of estimates, the testing results and materials control. Also a field review of the work already accomplished and the work in progress.

Records for the Lump Sum items adequately cover the work performed and are maintained in a satisfactory manner for use in preparing monthly estimates. Materials on hand has been covered in the monthly estimates.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

A daily record of each concrete pour is kept and the yardage furnished is checked against the designed volume for each section for comparison purposes. Percentages of work accomplished to the total amount are utilized in establishing the monthly progress estimate for this item.

Shoring and cribbing is covered in the diaries, and daily reports. This information is then entered with the summary sheet attached to the monthly estimate papers.

Piling was set up to be paid for on the actual length of pile actually used. Therefore, no cut off lengths enter into the quantity of material remaining. The resident engineer stated this specification worked very well and recommended it be incorporated into all projects where piles are required.

The aggregates utilized in the production of the Class A and Class AA Concrete were obtained from the Parsons Gravel Bar in Eugene. The materials have been tested and meet the required specifications. Also the required number of field and progress tests have been taken. The cylinder tests show that the concrete has met the required strength.

The reinforcing steel is also paid on a lump sum basis. Each shipment is furnished with a weight ticket. The inspectors field check each load and make up a field inspection report. The information for estimate purposes are taken from this report and summarized and included with the progress estimate sheets.

The overall control of the project is considered as satisfactory and the records are being satisfactorily maintained. No followup review is considered as necessary.

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 [illegible]2
UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 5, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Adjustment of Water Service to
Town House Motel
7th Avenue-Willamette River Bridge
Section
Eugene-Springfield Highway
Lane County
Utility Project No. I-105-4(112)197

Dear Sir:

Reference is made to our letter of February 4, 1972, which transmitted [illegible] imate and sketch from Eugene Water and Electric Board for the relocation [illegible] ter service and meter for the Town House Motel and to your approving [illegible] February 10, 1972.

[illegible] stment of the service from the meter to a juncture with the old service [illegible] perty is also requested. This work cannot be performed by Eugene [illegible] ctric Board but must be done by a private plumbing contractor.

[illegible] hereto are two copies of an estimate submitted by Clarence Vos [illegible] porated. Also attached are two copies of the sketch submitted for [illegible] ter adjustment.

[illegible] ocumentation as to the rights in the private property upon which the water [illegible] is located are contained in the right of way files for this project.

A permit is not required for this adjustment as the relocated facilities will occupy private property.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the adjustment involves utility service.

There will be no betterment derived from the proposed adjustment of the water facilities.

NOTED
A. E. JOHNSON

Your approval of the actual cost agreement as evidenced above and confirmation of your advanced authorization to proceed with the work as of January 27, 1972 under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7637

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 5, 1972

Donald M. Drake Company
210 Washington Street
Eugene, Oregon 97401

NOTED
A. E. JOHNSON

Gentlemen:

Seventh Ave. to Willamette River (Eugene) Section
Eugene-Springfield Hwy.
Contract 7637
A 514 Hinge Assemblies

This is to acknowledge your letter of March 28, 1972, wherein you give notice of a possible claim in connection with the fabrication of the subject hinge assemblies. In light of this possible claim, it will be necessary for State Highway personnel as well as your agent to monitor the costs involved in fabrication.

As you are aware, the meeting you requested was held in the office of the State Bridge Engineer, State Highway Building, Salem, Oregon, on Monday, April 3. As a result of the meeting, it was agreed that fabrication of the hinge assemblies will continue as expediously as possible, in order that any delay to the project will be kept to a minimum. It was further understood that evaluation of the claim itself cannot be considered without the assignment of a dollar value to the items involved.

Very truly yours,

Ellis Jones

Ellis Jones
Resident Bridge Engineer

RWE/ag
cc: A. E. Johnson ✓
W. J. Hart
A. A. Rear
J. Jenkins
J. H. Versteeg

RECEIVED
APR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-103 (Rev. 8-70)

STATE COPY

G-1F

Contingent upon modification of project agreement if additional funds are

G. K. Hasner
Dist. Engineer

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7637

DATE 3-27-72

FEDERAL HIGHWAY ADMINISTRATION

Order No. 6

Section 7th Avenue-Willamette River (Eugene)

Date 3-1, 19 72

Highway Eugene-Springfield

F.A.P. No. I-105-4(115)196

County Lane

Prefix 620-1046 Account No. 278-06

Description of Work To Be Done: Temporary striping on Jefferson Street, Washington Street, 6th Avenue, 7th Avenue and I-105 as needed during the stage construction phases of this project.

Location by Station Numbers:

Station 58+00 to 91+00.

Estimate of Quantities and Costs:

4" Beaded Skip Line, 5 miles at $30.00/mile	$150.00
4" Beaded Solid Line, 2 miles at $54.00/mile	108.00
Grinding, 40 hours at $18.25/hour	730.00
Pavement Legend Crew, 3 man, 20 hours at $35.00/hour	700.00
Total	$1688.00

Explanation: Temporary striping will be needed for control of traffic on Jefferson St., Washington St., 6th Avenue and 7th Avenue and I-105 during the Stage I and Stage II phases of this project. This is an anticipated item but the amount initially authorized ($50.00) will not be sufficient.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 7,706,419.99
Present estimate of project cost, including $ 1,688.00 for work under this order	$ 7,422,034.23
Expected under-run ~~overrun~~ (amount)	$ 284,385.76
Expected under-run ~~overrun~~ (per cent)	3.69%

Space to right of this line is for use of Salem Office

Submitted by: Ellis H. Hruk
Resident Engineer

Approval Recommended: John W. Stubblefield
Regional Engineer

Approval Recommended: Per: Construction Engineer or ~~Bridge Engineer~~

Approved: A. E. Johnson
asst. St. Hwy ~~Construction Engineer~~

SP*88830-274

G.K.

RECEIVED
MAR 17 1972
7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 14, 1972

Portland Wire & Iron Works
4644 Southeast Seventeenth Ave.
Portland, Oregon 97202

Attention Mr. Terry Aarnio

Gentlemen:

7th Avenue Willamette River Bridge
A-514 Hinge Assemblies
Plate Surface Defects
Contract 7637
PW&IW #G-1781

This is in answer to your letter of February 29, 1972, concerning a variance from the requirements of our specifications by accepting surface imperfections in excess of those permitted by ASTM for A-514 to be repaired and allowed on this job.

We have reviewed the requirements of the design and feel that some plate face surface repairs are allowable as set forth below.

1. Anchorage Assemblies to be Embedded in Concrete

Face surface defects in side plates of assembly "SP2" shall be repaired as follows:

A. Defects occurring in Region A, see attached sketch, shall be repaired in accordance with ASTM requirements for A-514 plate.

B. Defects occurring in Region B of attached sketch that are 1/8 inch or less deep shall be removed completely by grinding or machining. The ground or machined area shall be faired into the surrounding plate with a slope not exceeding 1 in 10.

All plate face surfaces of plates "SP1", "BP1", and "BP2" shall be repaired in the same manner as repairs in Region B above.

NOTED
A. E. JOHNSON

2. Link Assemblies

All surfaces of plates used in the link assembly shall conform to the requirements of ASTM for A-514 plate.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

R. W. Ellison
Bridge Administration Engineer

GT:smd

Attachment
cc
A. E. Johnson
J. Jenkins
Ed Rief
W. J. Hart
L. L. Wallace
A. A. Rear
J. H. Versteeg
Ellis Jones
Federal Highway Administration
Donald M. Drake Co.

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

I 105-4(115)176

7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 3, 1972

To: Walt Hart
Bridge Engineer
BUILDING

SUBJECT: Signing Revisions
7th Ave. - Willamette River Sec.
Eugene-Springfield Highway
Contract No. 7637

The Highway Division has agreed to revise many major guide signs in the Eugene area to carry the destination "CITY CENTER-MALL" in lieu of Eugene and City Center. Attached are prints of the signing drawings of the above named contract that has the required changes marked in red pencil.

Also shown on the plans are revisions that are required due to the re-routing of ORE126 over the Eugene-Springfield Highway and the revising of the ramp exit numbers by the Programming Section.

Will you please make the necessary revisions on the existing contract plans and obtain the Federal Highway Administration's approval for a plans change. It will then be necessary for your office to have the revisions made under the contract.

NOTED
F. B. KLABOE

L. E. George
Traffic Engineer

LEG:lp
Attachments
cc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
J. H. Versteeg

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Const

Eng - Appd Sec

NOTED
F. R. KLABOE

City of Eugene
Department of Public Works
777 Pearl Street
Eugene, Oregon 97401

December 23, 1971

Re: Illumination Removal
7th Street-Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197

ATTENTION: Mr. Alva Williams Jr.
Traffic Engineer

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of November 2, 1971, have been approved by the State and Federal Highway Administration. You are hereby authorized to proceed with the work as of December 23, 1971.

Please contact Mr. Ellis Jones, Resident Bridge Engineer, 2193 East 15th Street, Eugene, Oregon 97403, telephone 686-7608, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to December 23, 1971, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
DEC 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl

cc: Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon 97401
Attn: Mr. C. H. Strong
Chief Engineer

A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog w/attach
C. T. Keasey w/attach (2)
Ellis jones "
D. D. Allen "
J. E. Holcomb "

Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Prefix No. 620-1031. Return one copy of Est. and sketch with SFO.

FORM PR-1240
(Rev. 5-68)

RECEIVED
DEC 27 1971
FOR FILING

12-21-71

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

05-4(112)197

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	STATE PROJECT NO. 7TH ST.-WILLAMETTE RIVER BR
	ITEM NO. 1-481	COUNTY NAME LANE
		PROGRAM STAGE (Check) ☐ 1 ☒ 2

Const
R/W
Eug-Sprfld Sec.

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12-23-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE DECEMBER 21, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 105 STATE ROUTE NUMBER EUGENE-SPRINGFIELD HIGHWAY ROUTE 227

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED FEBRUARY 23, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL REMOVAL OF THE CITY OF EUGENE'S LIGHTING FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $2,330.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISION OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE EUGENE WATER & ELECTRIC BOARD CONSISTING OF YOUR AUGUST 13, 1971 UTILITIES & RAILROAD ENGINEER'S LETTER, THE NOVEMBER 2 AND 18, 1971 EUGENE WATER & ELECTRIC BOARD'S LETTERS AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S DECEMBER 15, 1971 LETTER.

RECEIVED
DEC 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

DATE 12-21-71	SIGNATURE OF APPROVING OFFICIAL G. H. Green	TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
DEC 21 1971
UTILITY FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-651197310

NOTED
A. E. JOHNSON

December 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage N.E.
Salem, Oregon 97301

Re: Illumination Removal
City of Eugene (Eugene Water and Electric Board)
7th Street-Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of an actual cost estimate, dated November 2, 1971, prepared by Eugene Water and Electric Board for the removal of the City of Eugene's lighting facilities in conflict with the subject project.

2. Two (2) copies of a sketch prepared by Eugene Water and Electric Board showing the facilities to be removed.

3. Two (2) copies of our letter to the City of Eugene, dated August 13, 1971, which listed the facilities in conflict.

The lighting system is owned by Eugene Water and Electric Board under contract to the City of Eugene and located on city street right of way. Therefore, under the terms of the State-City agreement dated July 27, 1971, the City is entitled to reimbursement.

A permit will not be issued by the State as this is a facility removal.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4 and there is no betterment as the work involves removal only.

Please note that Eugene Water and Electric Board has included a statement in their November 18, 1971 letter that "the salvage of facilities is considered scrap value".

Mr. R. E. Simpson
December 15, 1971
Page 2

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosures
cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
DEC 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1971
UTILITY UNIT
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

TOM M
GOVERN

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

I-105-4(115)156
7637

December 8, 1971

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Buried Conduit
7th Street-Willamette River
(Eugene) Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197
Contract No. 7637
Your File: 911/323
0-0-65-15

Gentlemen:

This is in reply to your letter dated December 3, 1971, with which you submitted a tabulation of the four bids received for the installation of the conduit which will carry your signal and communication lines through the above captioned project.

We have reviewed the material transmitted and also requested a bid from our contractor, Donald M. Drake Company. Inasmuch as Drake's bid was $9,600, which was higher than any of the bids you received, we hereby concur in your award of this work to Vik Construction Co., 160 Madison Street, Eugene, Oregon, for the sum of $8,102.42. It is understood that final payment will be made for the actual quantity of the work completed at the unit prices shown on the bid sheet transmitted with your December 3 letter.

It is understood this is a portion of Item A, Communications Work, which is included in the estimate submitted with your Mr. Kilborn's letter dated September 14, 1971. The cost for this contract work should be included in your bill for all of your work performed on this project and authorized by our letter to your Mr. Kendrew on October 5, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
Portland, Oregon

R. E. Simpson w/copy of letter & bid sheet
A. E. Johnson "
V. L. Gallagher "
V. E. Skoog "
C. T. Keasey "
Ellis Jones "
J. E. Holcomb "

RECEIVED
DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

S-2700

Southern Pacific
Transportation Company
One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER–SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES–SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 3, 1971

RECEIVED
DEC 6 1971
CONSTRUCTION
DIVISION

Routing
Morgan
Decker
Bond
[illegible]
[illegible]
[illegible]
Posta
Swan
Glann
Litchfield ✓
Gallagher
Stein

IN REPLY PLEASE REFER TO
911/323
0-0-65-15

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Dear Sir:

Reference is made to your letter of October 5 regarding the 7th Avenue-Willamette River Section of the Eugene Springfield Highway involving Railroad between Washington and Jefferson Streets in Eugene.

Your letter offered approval of a cost estimate to cover certain additional work incident to the project but not previously covered in the construction-maintenance agreement. Included in the estimate as a part of the communications work was an amount of $5,034 to cover contract work for excavation, placement of conduit and backfill.

We have now received bids for this work from four contractors, copies of which are attached for your ready reference. You will note that the lowest of the bids is some $3100 above our estimate, however, we are of the opinion the bids would not be significantly different if the work was advertised for bid a second time. In light of this we request your approval to award a contract for the subject work to Vik Construction Company, the low bidder.

As you are well aware, construction on the project is now under way, therefore your early reply will be appreciated.

Yours very truly,

H. M. Williamson
JH

Attach.

V.K. Constr. Co

SOUTHERN PACIFIC TRANSPORTATION COMPANY
(Pacific Lines)

BID SHEET

Bids will be received in the office of Mr. H. M. Williamson, Chief Engineer-System Southern Pacific Transportation Company, Room 1007, One Market Street, San Francisco, California, not later than 2:00 PM Dec. 2 1971. The sealed envelope containing the bidder's proposal shall be clearly marked "PROPOSED UNDERGROUND COMMUNICATION FACILITIES, EUGENE, OREGON".

B A S I C S C H E D U L E

Item	Approximate Quantity	Unit	Unit Price	Total
Excavating, trenching & backfilling unpaved area	521'	L.F.	2^{42}	$^{\#}1260^{82}$
Excavating Trenching backfilling & repaving	70'	L.F.	16^{00}	1120^{00}
Conduit lying 4-way	591'	L.F.	5^{00}	2955^{00}
Conduit encasing	591'	L.F.	4^{60}	2718^{60}
Conduit risers installed	8	Ea	6^{00}	48^{00}
			GRAND TOTAL	8102^{42}

BID OPENINGS TO BE PRIVATE AND RAILROAD RESERVES THE RIGHT TO REJECT ANY AND ALL BIDS.

Least time in calendar days to complete work after execution of Contract 15 working days. This will be given consideration in awarding contract!

Contractor will begin work within 10 calendar days after execution of contract.

CONTRACTOR Vik Construction Co.
Vice President

ADDRESS 160 Madison Street
Eugene, Oregon

TELEPHONE 342-1281

Date 1-2-71

Contractor will state if operating as an Individual, a Co-Partnership, or Corporation. If a Co-Partnership, give names and initials of all Co-Partners, or if a Corporation, where incorporated.

Incorporated in The state of Oregon

Is Contractor licensed in State of Orogon? None required

REC
OCT 2 [illegible] 971
FOR
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

I-105-4(115)196

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

7631

October 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage N.E.
Salem, Oregon 97301

Re: Sketch Showing Additional Buried Cable
7th Street-Willamette River (Eugene) Section
Eugene-Springfield Highway
Lane County
Project No. I 105-4(112)197

Gentlemen:

Please refer to my letter to you regarding this subject, dated September 21, 1971. In that letter, I stated that a sketch map showing the work to be performed by the Southern Pacific Transportation Company would be submitted as soon as received.

Attached hereto you will find two copies of the Railroad Communication Department Drawing No. 131-500-69, dated July 7, 1971, showing the proposed location of permanent underground cable.

This reflects the work covered in the Railroad estimate submitted to you with my September 21, 1971 letter.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe w/copy of SP letter and sketch
L. H. Young "
V. E. Skoog "
V. L. Gallagher "
Ellis Jones "
J. E. Holcomb "

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO
GMO 64927
0-0-65-15

. KILBORN
RINTENDENT
. BABERS
ISTANT SUPERINTENDENT
. FERGUSON
ISION ENGINEER

October 15, 1971

Routing E
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
OCT 19 1971
CONSTRUCTION
DIVISION

Pease
Swan
Glenn
Litchfield
Gallagner

Mr. Ellis Jones
Resident Engineer
State Highway Department
2193 East 15th Street
Eugene, Oregon 97402

Dear Sir:

Referring to Mr. Litchfield's letter of October 5, 1971 relative to additional buried cable 7th Avenue-Willamette River Section, Eugene-Springfield Highway, Lane County, Project No. I-105-4(112)197.

Attached is copy of Communication's drawing 131-500-69 dated 7-7-71 showing proposed location of permanent underground cable.

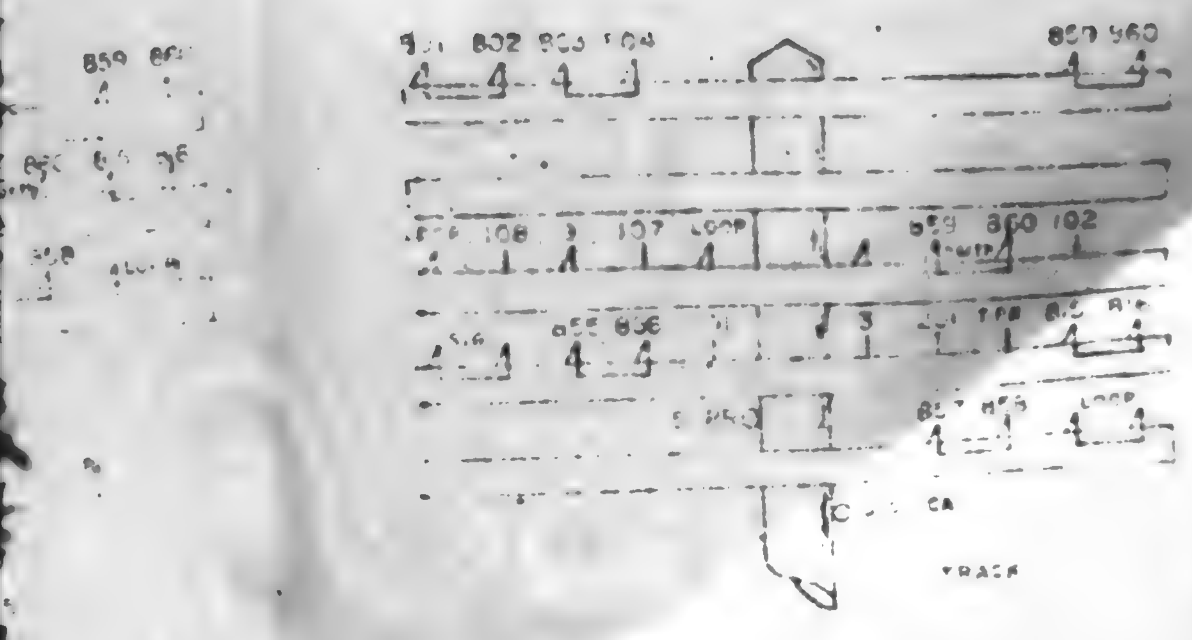
Both communication and signal facilities will be located in the same trench. Work started on October 14 by Communication Department and Signal Department will commence October 15.

Attach.

Yours truly,

A W Kilborn

cc: Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310
(Attn: Mr. T. W. Litchfield
Railroad & Utility Engineer)


851 852 853 854
859 860
859 860
108
107
LOOP
859 860 102
855 856
3
TPB
LOOP
TRACK

EXISTING

NOTES:

1. RR FORCES TO INSTALL 1-75 PR. 19 GA. FE-22 CABLE IN PROPOSED CONDUIT. CONTRACTOR TO PROVIDE AND INSTALL 4-3" TRANSITE DUCT CONDUIT ENCASED IN 3" CONCRETE WITH 1" SEPARATION. CONDUITS TO BE APPROXIMATELY 591' EA.

2. TEMP CABLES TO BE REMOVED AND SALVAGED UPON COMPLETION OF CUTOVER

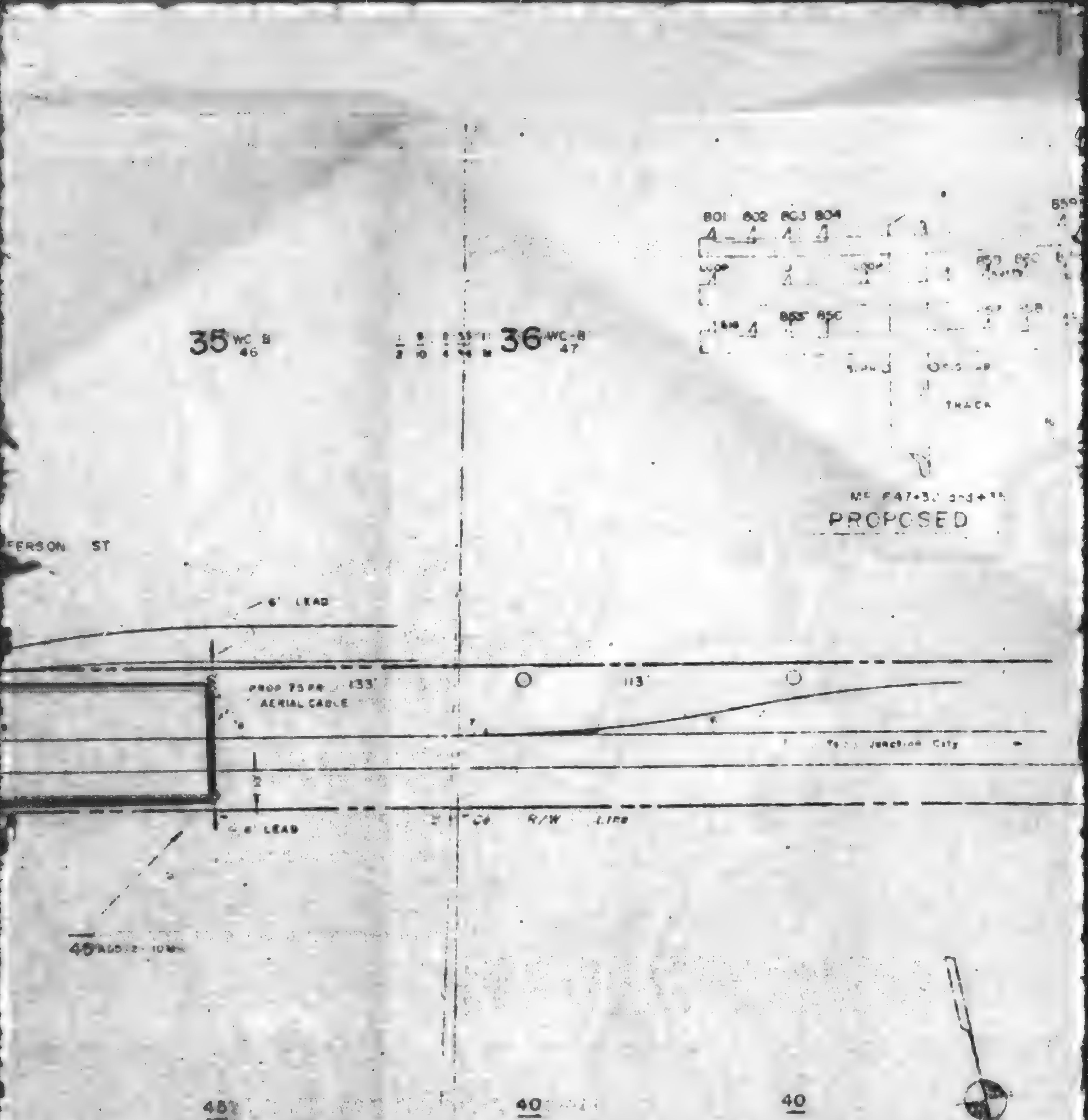
Southern Pacific
Transportation Company
(COMMUNICATIONS DEPARTMENT)
ROSEVILLE – PORTLAND

EUGENE, ORE.

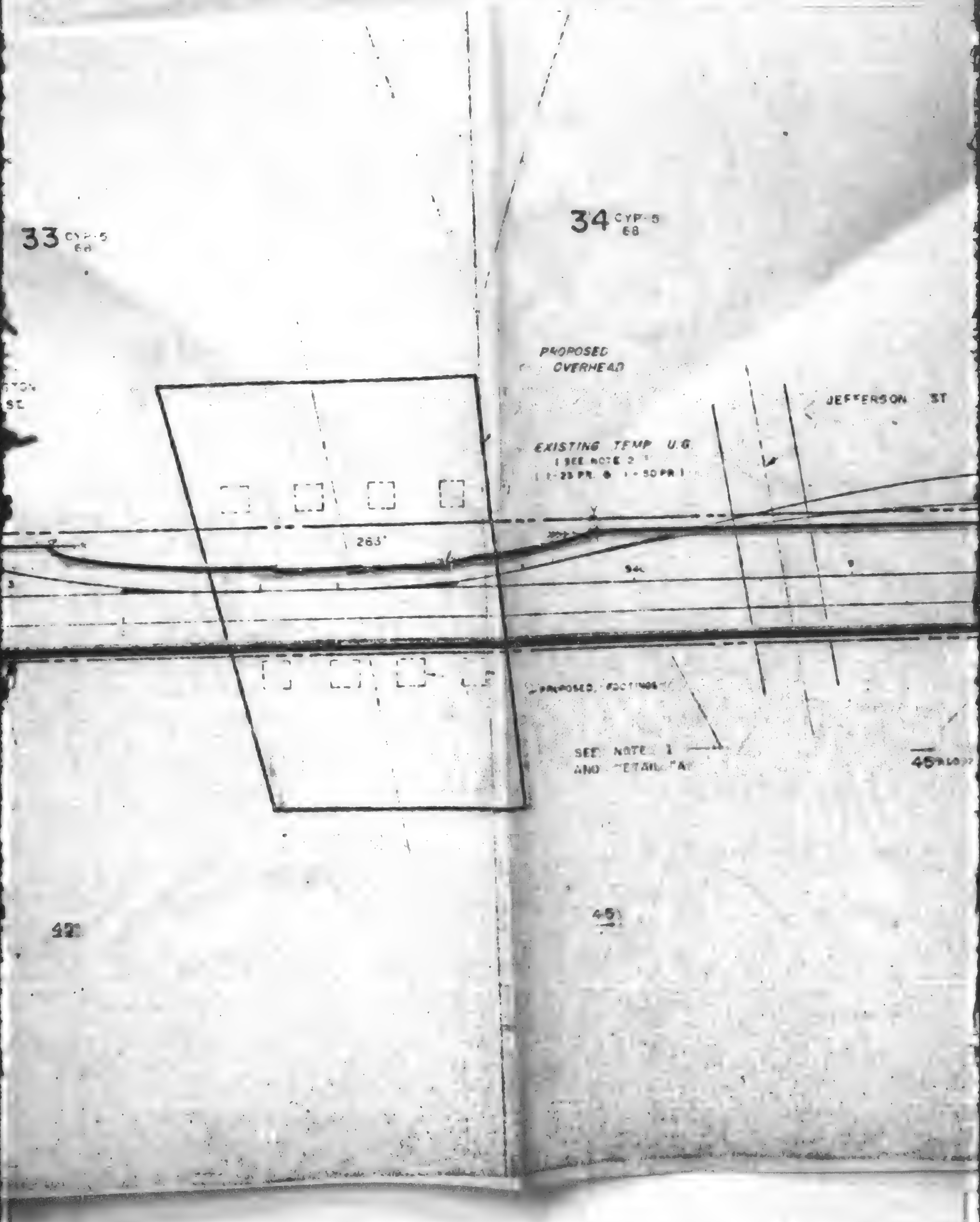
PROPOSED PERMANENT UNDERGROUND CABLE
TO ACCOMMODATE PROPERTY IMPROVEMENTS

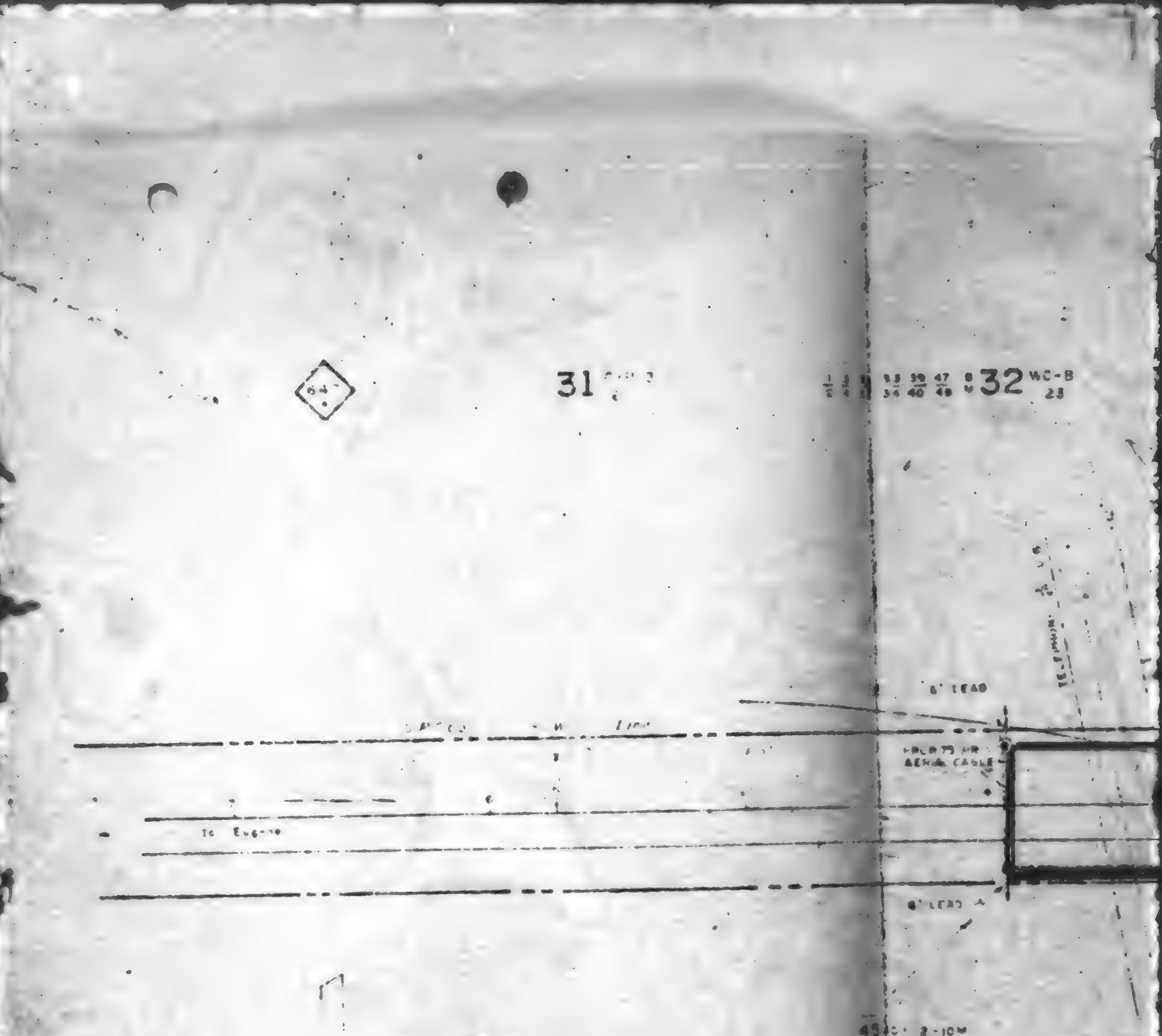
131-500-69 SHEET 1 OF 1

SCALE 1"=50' ENGR. JHB DATE: 7-7-71



35 WC-B 46
36 WC-B 47
801 802 803 804
LOOP
855 856
TRACK
PROPOSED
FERSON ST
6' LEAD
PROP 75 PR AERIAL CABLE
133'
113'
To Junction City
2
6' LEAD
R/W LINE
45 ADD 2-10M
45
49
A-1-2-3
ADD 2-10M
ADD 5-PROP ST
TYPE TERM
40
40
N


33 CYP-5 68
34 CYP-5 68
ST
PROPOSED
OVERHEAD
JEFFERSON ST
EXISTING TEMP U.G.
(SEE NOTE 2)
(1-25 PR. & 1-50 PR.)
263'
PROPOSED FOOTINGS
SEE NOTE 1
AND DETAIL "A"
45
42
45


64
31
32 WC-B 23
33/34 39/40 47/48
8" LEAD
AERIAL CABLE
To Eugene
8" LEAD
45
CABLE "U" GUARD
GROUND LEVEL
CROSS SEC'N OF CONDUIT
3"
3"
3"
3"
90° BEND
DETAIL "A"
45
45

Form A-105—

STATE COPY

6-11

OREGON STATE HIGHWAY DEPARTMENT

APPROVED EFFECTIVE DATE
Contingent upon modification of project agreement if additional funds are required
BY
TITLE Dist. Engineer
DATE 10-13-74

FEDERAL HIGHWAY ADMINISTRATION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name 7th Ave. - Willamette River (Eugene) Sec. Date August 23, 19 71

Highway Eugene - Springfield Contract No. 7637 F. A. Project No. I-105-4(115

County Lane Prefix 620-1046 Account No. ~~279~~ 274 - ~~89~~ 196 - 01

Description of Work To Be Done: Purchase two power poles, which are being used to support temporary traffic signals, from Eugene Water & Electric Board.

Location by Station Numbers:

1 pole located at corner of 1st & Washington
1 pole located at corner of 1st & Jefferson

Estimate of Quantities and Costs:

pole at 1st & Wahington	$83.37
pole at 1st & Jefferson	$112.68
Total	$ 196.05

It has been determined by the Resident Engineer and the FHWA that there is to be no salvage value for these wooden poles.

Explanation: We have temporary traffic signals attached to poles belonging to the Eugene Water & Electric Board. They will be relocating overhead utilities underground thus eliminating their need for these poles. It wil be more economical for us to purchase these poles than to replace them with new signal strain poles.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 7,706,419.99
Present estimate of project cost, including $ 196.05 for work under this order	$ 7,706,419.99
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: Ellis H. Jones
Resident Engineer

Approval Recommended:
~~Construction Engineer~~ or Bridge Engineer.

Approval Recommended:
Division Engineer

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer of~~ Construction ~~Office~~-Engineer.

RECEIVED
OCT 6 - [illegible]

[illegible]

OREGON STATE
HIGHWAY DIVISION

I-105-4(115)196

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-[illegible] 97310

7637

JOHNSON

October 5, 1971

~~Southern Pacific Transportation Company~~
~~324 Union Station~~
~~Portland, Oregon 97209~~

ATTENTION: Mr. E. A. Kendrew

Re: Additional Buried Cable
7th Avenue-Willamette River Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197
Contract No. 7637
Your File: GMO 64927
0-0-65-15

Gentlemen:

Your estimate for the adjustment of your facilities on this project, as submitted with your letter of September 14, 1971, has been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of October 4, 1971.

Please contact Mr. Ellis Jones, Resident Engineer, 2193 E. 15th Street, Eugene, Oregon 97403, telephone 686-7608, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to October 4, 1971, will be made subject to the provisions of PPM 30-3 upon receipt of your actual cost billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
San Francisco

- A. E. Johnson
- R. E. Simpson
- V. L. Gallagher w/attach (2)
- V. E. Skoog
- C. T. Keasey w/attach (2)
- Ellis Jones "
- J. E. Holcomb "

Note to C. T. Keasey: Please have a State Force Order prepared and submitted for this work. Project No. I-105-4(112)197. Prefix No. 620-1031. Return one copy of estimate with SFO.

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form 5-123

RECEIVED
OCT 1 1971

FOR FILING

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 226-3991

I-105-4(115)196
7637

REFERRED TO
Lindes
BY SECRETARY

October 1, 1971

Is a reply required?

No, unless we do not intend to accept their securities. L Lindes

NOTED
FLOYD QUERY

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Subject: Contract No. 7637
Eugene-Springfield Highway

Dear Floyd:

In your absence today I talked with Leonard Lindes regarding your letter of September 22, 1971.

Although the Contract became binding August 30th when the Commission accepted our bid, the Contract was executed on September 15th. House Bill 1232 uses the word "executed" when it refers to the applicability of Section 1 (2) so our point is merely that we have executed the Contract September 15, 1971, with the understanding that we can submit securities acceptable to the State Treasurer in lieu of retainage as provided for in the Act.

Should you have any further questions regarding our understanding and intentions on this matter, please feel free to give me a call.

Very truly yours,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:cm

NOTED
FLOYD QUERY

RECEIVED
OCT 4 - 1971
OREGON
STATE HIGHWAY COMMISSION

9-29-71

RECEIVED
OCT 5 - 1971
FOR FILING

Form [illegible]
(Rev. [illegible])

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

		FEDERAL AID PROJECT I-105-4(112)197
		STATE PROJECT NO. 7TH AVE-WILLAMETTE RIVER
FROM: R. E. SIMPSON, DIVISION ENGINEER ~~SALEM, OREGON~~	PROGRAM NO.	COUNTY NAME LANE
	ITEM NO. I-481	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

I-105-4(115)176
7637

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

10-5-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE SEPTEMBER 29, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 105 STATE ROUTE NUMBER EUGENE-SPRINGFIELD HIGHWAY #227

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM OF FEBRUARY 23, 1967 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE SOUTHERN PACIFIC TRANSPORTATION COMPANY'S SIGNAL AND COMMUNICATION LINES. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $17,345.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE SOUTHERN PACIFIC TRANSPORTATION COMPANY CONSISTING OF YOUR JUNE 16, 1971 UTILITIES AND RAILROAD ATTORNEY'S LETTER, THE SEPTEMBER 14, 1971 SOUTHERN PACIFIC TRANSPORTATION COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S SEPTEMBER 21, 1971 LETTER.

NOTED
F. B. KLABOE

DATE 9-29-71	SIGNATURE OF APPROVING OFFICIAL G. Green	TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 24 1971
FOR FILING

I-105-4(115)176
1437

September 24, 1971

4399

Mr. Hugh McKinley
City Manager
City of Eugene
777 Pearl Street
Eugene, Oregon 97401

Dear Mr. McKinley:

Re: 7th Street-Clark Street Section, Eugene-Springfield Highway (Interstate 105), Lane County

Your letter of September 7 requested information concerning the existing temporary ramps connecting to First Avenue from I-105.

The contract for construction of the section of I-105 from 7th Street to Clark Street was let in August of this year. It is anticipated that the project will be completed in the fall of 1973, at which time the temporary ramps to First Avenue will be removed.

There are several reasons why these ramps must be removed at this time, and not the least of these is that they would be non-standard, unsafe, unapproved additional ramps on an Interstate highway. The Federal Highway Administration would have had to formally require their removal as part of the construction project if they were not already indicated for obliteration in the plans.

A check was made to determine what problems would exist if we had the option of leaving the ramps in, and I am advised that it would be necessary for the traffic entering the freeway from 6th and 7th to be merged into one lane where the First Avenue ramp comes onto the freeway, or the structures immediately to the north would have to be widened to add a lane for accelerating in the First Avenue traffic. This would not be an acceptable procedure. Widening the structures to the north would be expensive, if not impossible, and would not be eligible for Interstate funds if we were even allowed to consider it.

The southbound off-movement to First Avenue would be even more of a hazard since the distance for stopping and for storage at the ramp terminal would require the traffic leaving the freeway to have to slow to 30 miles per hour in order to make the maneuver and.

with the main freeway movement destined southerly to 6th and 7th Avenues, a higher speed on the freeway can be anticipated. A serious accident potential would certainly exist. Again, the structure immediately to the north could be widened at considerable expense to materially help this situation if earnest consideration could be given to leaving the ramps in.

When the Roosevelt Freeway is connected to Interstate 105, the ramps to and from that facility would fall in this area, eliminating these ramps, and they cannot be moved either north or south because of the existing structure construction and the weave problems. We have been advised that there can be Interstate participation on a portion of the interchange between Interstate 105 and the Roosevelt Freeway if it is built within a reasonable time. With this incentive, we have been interested in finalizing the City and County agreements for the Roosevelt Freeway so that plans can be completed, and we can take advantage of the additional funds that would be available to help finance the section from Interstate 105 to River Road. This is another reason why even temporary retention of the ramps should not be considered.

It is hoped that this information will better prepare your staff for dealing with local questions on the matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
F. L. Hall
H. S. Cox
C. T. Keasey - Enc.

ADO:jp srb

16-1-6.8 Eugene Agree.?

City of Eugene

City Hall • 777 Pearl Street • Eugene, Oregon 97401
Office of the City Manager • 503/342-5221 Ext. 307

September 7, 1971

RECEIVED
COUNTY & CITY SECTION
SEP [illegible]
☑ ENGR. ☑ [illegible] ☐ [illegible] ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Fred Klaboe
Assistant State Highway Engineer
Highway Building
Salem, Oregon

Dear Fred:

Much speculation has arisen locally regarding the future of the temporary on and off ramp to I-105 at First Avenue. There are some who maintain that with those ramps left in, there would be no need to construct Highway 126 west of I-105 at this time.

It has been our understanding that these ramps would be closed when I-105 to 6th and 7th opens up. However, a search of our files does not indicate any official comment about their future.

Could you please advise us the approximate date of closure of the ramps and reasons they cannot be left in so that our staff can better respond to questions regarding this matter.

Very truly yours,

Hugh McKinley
City Manager

HM:m

cc: Pub Wks
Plng

9-14-71 copy to Olson
for R/O reply
gmH.

RECEIVED
SEP 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 28 1971
FOR FILING

I-105-4(115)176
7637

bc R. . Porter
L. I. Lindas
F. D. Morgan
I. D. Marchant
Ellis Jones
Carroll Keasey

September 22, 1971

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of Contract No. 7637 for work on the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway in Lane County. A copy of this contract is also being sent to the surety on your performance bond.

When the contract forms were returned to us from your office, we noted that the contract date had been changed from August 30 to September 15, 1971, and that the same change had been made on the performance bond.

This matter was called to the attention of our Chief Counsel, and he has advised as follows:

"Acceptance by the Highway Commission of a bid for a contract for public work upon the basis of plans, specifications and the terms of such proposal, and the offering to do the work in accordance with the specifications, converts the offer into a binding contract, *Harvey v. U.S.*, 105 US 671, upon notification to the bidder of such acceptance, *Cedar Rapids Lbr. Co. v. Fisher*, 105 NW 595, even though a formal bidder's contract has not been executed, *Pennington v. Bonner*, 270 NW 629.

It is my opinion, therefore, the contract herein involved became binding the date of the receipt by the contractor of acceptance of it's bid by the Highway Commission."

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl
Enclosure
cc The Travelers Indemnity Company
700 Main Street
Hartford, Connecticut 06108

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

September 21, 1971

Mr. Floyd Query
Highway Commission Secretary
State Highway Building
Salem, Oregon 97310

Re: Donald M. Drake, Co.
Highway Contract No. 7637

Dear Floyd:

Respecting your communication to me with reference to the above matter, I assume you desire to ascertain the date the contract involved was entered into.

"Acceptance by the Highway Commission of a bid for a contract for public work upon the basis of plans, specifications and the terms of such proposal, and offering to do the work in accordance with the specifications, converts the offer into a binding contract, Harvey v. U.S., 105 US 671, upon notification to the bidder of such acceptance, Cedar Rapids Lbr. Co. v. Fisher, 105 NW 595, even though a formal bidder's contract has not been executed, Pennington v. Summer, 270 NW 629.

It is my opinion, therefore, the contract herein involved became binding the date of the receipt by the contractor of acceptance of it's bid by the Highway Commission."

Very truly yours,

LEE JOHNSON
Attorney General

Lindas

L. I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

LIL:mjg
cc- R. Porter
T. Edwards

RECEIVED
UTILITY UNIT
SEP [illegible] 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

I-105-4(115)176
16-27

September 21, 1971

F. B. KLABOE

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Re: Additional Buried Cable
7th Street-Willamette River (Eugene)
Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197

Dear Sir:

Please refer to my letter dated August 30, 1971, with which I submitted to you an estimate from the Southern Pacific Transportation Company covering the additional cost to bury their communication and signal lines permanently through the area.

That estimate did not include the signal work that will have to be performed and they have submitted the attached letter, dated September 14, 1971, to which is attached their revised estimate in the amount of $17,345.

Please replace the estimate submitted with my August 30 letter with the attached estimate.

I solicit your approval and authorization to proceed with this work. A sketch map showing the work to be performed has been requested from the Railroad.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Attachment

cc: F. B. Klaboe w/attachments
L. H. Young "
V. E. Skoog "
V. L. Gallagher "

RECEIVED
SEP 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

September 14, 1971

IN REPLY PLEASE REFER TO
GMO 64927
0-0-65-15

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of September 8, regarding award of contract on 7th Avenue-Willamette River (Eugene) Section, Eugene-Springfield Highway Project No. I-105-4(115)196, State Contract No. 7637.

In connection with your previous request for permanently burying the communication and signal lines between Washington and Jefferson, we are attaching Exhibit A, detail of estimate revised to include the signal work that was not included with estimate furnished with my letter August 27.

Request your approval to perform this work under the terms of the original agreement rather than entering into a supplemental agreement.

Yours truly,

A W Kilborn

Attach.

Routing
Morgan
Decker
Bond
Johnson
E

RECEIVED
SEP 15 1971
CONSTRUCTION
DIVISION

NOTED
J. M. CARTWRIGHT

4-63 G.S. 30-2

EXHIBIT "A"

Sheet 1 of 1 Sheets

GM10-64972
Form 30 No. CE-3856
0-0-65-15

DETAIL OF ESTIMATE

EUGENE - HIGHWAY CONSTRUCTION 77TH ST. TO CLARK ST., EUGENE-SRRINGFIELD HIGHWAY

Character of Work | Unit | Quantity | Labor | Material | Total

ESTIMATED COST TO STATE OF OREGON ON FEDERAL AID BASIS TO PERFORM ADDITIONAL COMMUNICATIONS AND SIGNAL WORK IN CONNECTION WITH EUGENE-SPRINGFIELD HIGHWAY OVERCROSSINGS

A. Communications Work	$ 10,829
B. Signal Work	2,400
C. Equipment Rental	510
D. Freight	125
E. Material Handling Charge	240
F. Preliminary Engineering	100
G. Vacation Allowance	228
H. Holiday Pay	98
I. Health & Welfare	175
J. R.R. Retirem't & Unemploym't Tax	524
K. P.D., P.L. & W.C. Insurance	153
L. Accounting & Billing	482
M. Contingencies	1,586
N. Gross Cost	17,450
O. Less: Salvage	105
P. NET COST TO STATE	$17,345

Rev. 9-7-71

RECEIVED
SEP 17 1971
FOR FILING

I-105-4(115) 196
7637

Salem, Oregon
September 17, 1971

Donald M. Drake Company
Contract No. 7637

Mr. L. I. Lindas
Chief Counsel
Legal Section

BUILDING

Attached is a copy of a letter which the Drake Company had attached to Contract No. 7637 received in our office this morning.

Also attached are copies of the Contract and Bond Pages showing the changes that the contractor has made.

The vital statistics on this contract to date are that it was approved by the Highway Commission on August 30, referred to the Engineer and awarded by him on the same day; copies of the contract we received on September 10 and forwarded to the contractor the same day.

I call this to your attention for whatever action may be required if anything.

Floyd Quary, Secretary

FQ:kl

Attachments

cc R. L. Porter

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 226-3991

September 15, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Subject: 7th Avenue-Willamette River Section
Eugene-Springfield Highway

Gentlemen:

Enclosed are two copies of the subject Contract executed by the Donald M. Drake Company.

Please note we have dated the Contract the date of signing by ourselves so that there can be no question about the applicability of House Bill 1232 amending ORS 279.575 regarding retention provisions on public contracts for public improvements.

Very truly yours,

DONALD M. DRAKE COMPANY

Franklin G. Drake
President

FGD:cm
Enclosures

RECEIVED
[illegible]

NOTED
FLOYD QUERY

PORTLAND • SAN FRANCISCO
AN EQUAL OPPORTUNITY EMPLOYER

RECEIVED
SEP 17 1971
FOR FILING

I-105-4(115)176
7637

September 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Contract 7637
Prefix 620-1046
FAP I-105-4(115)196

Dear Sir:

Herewith for your consideration and approval are copies of State Force Order No. 9 covering purchase of two power poles from the Eugene Water and Electric Board for use as support for temporary traffic signals on the 7th Avenue-Willamette River (Eugene) Section of the Eugene-Springfield Highway in Lane County.

The State has existing traffic signals attached to power poles belonging to the Eugene Water and Electric Board. The utility is now in the process of relocating their facilities underground and the poles will no longer be required. It is more economical to purchase the two existing poles than to install new poles to carry the temporary signals during construction of this project.

It has been determined by the Resident Engineer and the Federal Highway Administration Engineer that there is to be no salvage value for these two poles.

This purchase of power poles was tentatively recommended for approval by the Federal Highway Administration Engineering Coordinator August 30, 1971.

Your approval as of August 30, 1971 is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

John A. Bond
Construction Administration Engineer

BMW:fw

RECEIVED
SEP 1[illegible] 1971
FOR FILING

I-105-4(115)196

7637

September 10, 1971

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Enclosed are three copies of Contract No. 7637 for work on the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway in Eugene in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin September 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures
bc F. D. Morgan
I. D. Marchant
Ellis Jones
Carroll Keesey

RECEIVED
SEP 7 - 1971
UTILITY UNIT
FOR FILING

I-105-4(112)176
7637

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310
PHONE 378-6511

August 30, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

RE: Additional Buried Cable
7th St.-Willamette River (Eugene) Section
Eugene-Springfield Highway
Project No. I-105-4(112)197

Dear Sir:

In order to accommodate the esthetical requirements of the present design of the 7th Avenue-Willamette River Section, it was determined desirable to bury permanently the signal and communication lines owned by the Southern Pacific Transportation Company as shown on the sketch attached to my letter to the Railroad dated June 16, 1971, a copy of which was submitted to your office.

You will find attached a letter from the Southern Pacific Transportation Company dated August 27, 1971 to which there is attached an estimate in the amount of $13,805 reflecting the additional cost to bury permanently their communication lines throughout this area. There is in existence an agreement with the Railroad dated December 12, 1967 which was approved by your office by your letters dated December 11, 1967 and March 4, 1968. Exhibit "A" of this agreement details an estimated cost for railroad work of $28,630 which was authorized in your March 4, 1968 letter and includes sufficient funds to cover the permanent burial of the signal lines. The exhibit attached hereto should be considered an amendment to the December 12, 1967 agreement and we request your approval and authorization to proceed with this additional work at an early date.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
AUG 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:fw
Attach.
cc: F. B. Klaboe - w/enc.
L.H. Young "
V. E. Skoog "
V. L. Gallagher "

Form 8-123

S-2600

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 64927
0-0-65-15

August 27, 1971

Routing
E
RECEIVED
Salem
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter June 16 and July 22, relative to additional buried cable on the 7th Avenue - Willamette River (Eugene) Section of Eugene-Springfield Highway.

Attached is copy of cost summary covering this additional work.

Request your approval to perform the work under the terms of the original agreement rather than entering into a supplemental agreement.

Yours truly,

A W Kilborn

Attach.

911/323
C.S. 20-2

EXHIBIT "A"
Sheet 1 of 1 Sheets

GMO-64972
Form 30 No. CE-3856
0-0-65-15

DETAIL OF ESTIMATE

EUGENE- HIGHWAY CONSTRUCTION 7TH ST. TO CLARK ST. EUGENE-SRRINGFIELD HIGHWAY

Character of Work	Unit	Quantity	Labor	Material	Total

ESTIMATED COST TO STATE OF OREGON ON FEDERAL AID BASIS TO PERFORM ADDITIONAL COMMUNICATIONS WORK IN CONNECTION WITH EUGENE-SPRINGFIELD HIGHWAY OVERCROSSINGS

A. Communications Work	64 $ 5,795
B. Contract Work	5,034
C. Equipment Rental	220
D. Freight	83
E. Material Handling Charge	160
F. Preliminary Engineering	100
G. Vacation Allowance	176
H. Holiday Pay	76
I. Health & Welfare	135
J. R.R. Retirem't & Unemploym't Tax	404
K. P.D., P.L. & W.C. Insurance	118
L. Accounting & Billing	346
M. Contingencies	1,263
N. Gross Cost	13,910
O. Less: Salvage	105
P. NET COST TO STATE	$13,805

8-23-'71

RECEIVED
SEP 9 - 1971
FOR FILING
I-105-4(115)196
7637

✓ 7637

file

SEP
STATE HIGHWAY

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 30, 1971

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

We advertised the following projects on August 5, 1971 for bid opening on August 26, 1971:

1. 7th Ave.-Willamette River (Eugene) Section, I-105-4(115)196
2. Salt Creek Section, ERFO-223(2)

The special provisions for these projects contain a wage determination of the Secretary of Labor, No. AR-6678 dated February 18, 1971, with an expiration date of June 7, 1971. By notice of variation published in the Federal Register on April 3, 1971 (36 F.R. 6467), this wage determination was extended until it is replaced by a new wage determination.

We have been notified that a new area-wide wage determination for the State of Oregon was printed in the Federal Register on August 27, 1971.

Since it would not be possible to award contracts for these projects prior to August 27, 1971 and since we have been verbally informed by the Labor Department in Washington D.C. that we have been given the authority in the Federal Register dated August 27, 1971, to extend the existing wage determination, we, as the contracting agency, pursuant to said authority are hereby extending the Labor Department Wage Determination No. AR-6678 for a period of 30 days to permit awarding of contracts for these projects in an orderly contracting procedure.

We ask for your concurrence in this matter.

Very truly yours,

NOTED
LOYD QUERY

R. L. Porter
State Highway Engineer

By:
F. B. Klaboe
Assistant State Highway Engineer

[illegible]
9-7-71

FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION ENDORSEMENT
DATE AUGUST 31, 1971
I CONCUR IN THE EXTENSION OF LABOR DEPARTMENT WAGE DETERMINATION NO. AR-6678.

9-8-71
R.E. SIMPSON
DIVISION ENGINEER

REFERRED TO
Hall - Query
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 24 1971

FOR FILING

I-105-4(115)196

7637

August 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

We have advertised the following projects for bid opening on August 26, 1971:

1. 7th Ave.-Willamette River (Eugene) Section, I-105-4(115)196
2. Salt Creek Section, ERFO-223(2)
3. Malheur River (Malheur Butte) Bridge Section, S-23-109-(1)
4. Cape Meares Loop Road Section and Bay Ocean Road Section, ER-239(1)

The special provisions for these projects contain a wage determination of the Secretary of Labor, No. AR-6678 dated February 18, 1971, with an expiration date of June 7, 1971. By notice of variation published in the Federal Register on April 3, 1971 (36 F.R. 6467), this wage determination was extended until it is replaced by a new wage determination.

We have been notified that a new area-wide wage determination for the State of Oregon will be printed in the Federal Register on August 27, 1971.

Since it would not be possible to award contracts for these projects prior to August 27, 1971, we, as the contracting agency, pursuant to the authority given in the Federal Register published on August 6, 1971 (36 F.R. 14542), are hereby extending the Labor Department Wage Determination No. AR-6678 for a period of 30 days to permit awarding of contracts for these projects in an orderly contracting procedure.

We ask for your concurrence in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

bc R. L. Porter
F. B. Klaboe
Frank Hall
L. I. Lindas
C. G. Swenson

CGS:mw ja

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1971

SUBJECT: Area Wage Determinations
Publication in the Federal Register
Reference - FHWA Notice dated
July 30, 1971

To: F. B. Klaboe
Asst. State Highway Engineer

BUILDING

The following is a brief report on the new procedure in publication of area wage determinations and their effect on our contracting of Federal Aid Projects.

The area wage determinations and modifications thereto will henceforth be published in the Friday issues of the Federal Register. The first determination covering Oregon will be published in the August 27, 1971, issue and will be in effect for 120 days unless modified.

The effective date of the determination is the date of publication.

The wage determination to be included in F. A. contracts is the determination in effect at the time of award of the contract.

Currently the State library and the Supreme Court Law Library are receiving this publication one week after the publication date.

The first publication of these determinations carries a preamble giving the contracting agencies the right to extend the current determination 30 days on projects on which bids have been opened or will be opened within ten days of the effective date of the determination. This leaves us with two ways to go on the F. A. Projects for which we are going to open bids August 26, 1971; either award the contracts on the day we open bids or extend the current determination 30 days. Attached is a copy of a rough draft of a suggested letter to the FHWA making it a matter of record that we propose to extend the current determination 30 days on these projects.

origs to Edw
8-18-71

Glen Green has been in contact with the Department of Labor office in Washington, D. C., and they have indicated to him that the authority to extend these determinations by the contracting agencies is only a "one shot" deal. If this is the case, these new regulations will certainly not permit orderly contracting procedures. The determination for Oregon which will be good for 120 days would mean that there will be a new determination published December 24, 1971. We have a bid opening scheduled for December 15, 1971, and contracts for all F. A. Projects opened on that date would have to be awarded prior to December 24, 1971. This could be further complicated if interim modifications are issued. It can safely be assumed that this situation is not unique to Oregon; that is, all other states would have the same problems to some degree. Glen Green has suggested that we direct a letter to them requesting their aid in an attempt to get the Department of Labor to change their regulations.

I believe we could live with a regulation that the wage determinations and any modifications thereto become effective 30 days after publication of the determinations in the Federal Register, and even this would be squeezing the time for getting new determinations or modifications to bidders about a week before bid openings.

Frank L. Hall
Design Engineer
By:

C. G. Swenson

C. G. Swenson
Specifications Engineer

CGS:jf

RECEIVED
AUG 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 27 1971

FOR FILING

I-105-4(115)196

7637

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 23, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Kleban

SUBJECT: Oregon Project I-105-4(-)
Florence - Eugene Freeway Interchange
Interstate Participation Limits

4034

This is in response to your May 21 letter requesting a determination on the use of Interstate funds for the NM and MN Ramps of the interchange.

In accordance with established policy, Ramps MS and SM are eligible for Federal-aid Interstate financing in conjunction with the extension of I-105 to 7th Avenue provided there is concurrent construction on the crossroad such that these ramps will be usable upon completion. However, Ramps NM and MN are non-FAI participating in their entirety and should be struck at the gore points.

We hope that these comments clarify this question of participation.

8-27-71

REFERRED TO
Young - Hall - Johnson -
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
AUG 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1971

FOR FILING

Const
R/W
Eng & Spfd-Sec

Sf

May 21, 1971

4034

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 308
Salem, Oregon 97308

Dear Mr. Simpson:

Subject: Florence-Eugene Highway Interchange
Eugene-Springfield Highway
Lane County

This is in reply to your letter of March 18 concerning approval of certain ramps at this interchange.

It is our intention to build the portion of the Florence-Eugene Highway from River Road easterly to Interstate 105, including the NE and NW ramps across the river, prior to 1976. We wish to request consideration of the use of Interstate funds on these ramps.

At this time, we cannot commit the construction of the LNW and LNE roadways.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
Frank L. Hall
C. T. Keasey

DNS:jp sr

RECEIVED
MAR 30 1971
FOR FILES

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Cmel
Rlb
Eng Hpfd

DATE: March 18, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. L. Simpson, Division Engineer
Salem, Oregon

Kleason
cy Edw
3.22.71

SUBJECT: Oregon Project I-105
Florence-Eugene Freeway Interchange
Interstate Participation Limits

4034

In your March 12 letter you request consideration be given to construction of the entire Florence-Eugene Freeway Interchange with Interstate funds. You specifically request full FAI participation in the ramps designated NM, MN, MS, and SM as shown on Interchange Layout Sheet 5-L-33. You state that you are now in a position to commit construction of the River Road to I-105 section of the Florence-Eugene Freeway within a reasonable time after completion of Interstate 105.

Interstate participation in this interchange depends upon the commitment you can make as to construction of the non-Interstate facilities prior to 1976 (Interstate completion date). Based on the commitment contained in your March 12 letter (i.e., construction of the River Road to I-105 Section of the Florence-Eugene Freeway) the MS and SM ramps are eligible for construction with FAI funds.

A portion of the NM and MN ramps and the LMW and LME roadways would also be eligible for construction with FAI funds if a commitment can be made for construction of the NM and MN ramp connections to the existing I-105 and construction of a useable section of the Skinner Butte Freeway prior to 1976.

Before a definite decision can be rendered on the limits of eligiblity on the NM and MN ramps and the LMW and LME roadways it will be necessary that you provide information regarding planned construction of these facilities.

Commit constr. of RiverRd to 105 across river by 1976 to get NM & MN partial I funds. LMW & LME not desired now.

cc:
Region ~~(08-00.33)~~

____ A. Olson ____
____ Willis ____
____ Heckieman ____
____ Carstensen ____
____ Meyer ____
____ ____

RECEIVED
MAR 23 1971
DESIGN SECTION

____ Scott ____
____ Swenson ____
____ R. Olson ____
____ Trout ____ A
Do Not File ☐
Keep ☐
Return To ____
Other ____

RECEIVED
MAR 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 16 1971

FOR FILING
Const
NW
Eug - Spfd: Sec

March 12, 1971

Ep

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Reference is made to the interchange between Interstate 105 and the Florence-Eugene Highway in Eugene.

Your letter of January 20, 1967, suggested that a portion of this interchange could be built with Interstate funds if a usable portion of the Florence-Eugene Highway could be built. At the time, we could not foresee the ability to commit funds for such contiguous construction in order to benefit by this suggestion.

We now find that we will be in a position to commit construction of the unit from River Road to the freeway within a reasonable time after completion of the Interstate section and wish to request that consideration be given to construction of the entire interchange, including the "EB", "WB", "SN", and "NS" Lines, with Interstate participation.

Your consideration and approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
V. D. Wolfe
Frank L. Hall
C. T. Kessey
ADO:jp sr

RECEIVED
JAN 25 1967

UNITED STATES GOVERNMENT

Memorandum

Klaboe

FOR FILING
Corres
Eng - Spec

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 20, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

W. Parsons

FROM : [illegible]. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105
Mapleton - Eugene Freeway Interchange

We have now received the Administrator's approval of the future connection of FAP-25 to the completed portion of I-105. These connections are indicated as the MN & NM lines on the Standard Sheet 5-L-33 approved by this office January 19, 1967. Funds other than FAI funds are to be used for these connections. Dependent upon the time of construction of ramps MS & SM their costs might be eligible for FAI fund participation.

The approved standard sheet has been returned to your Urban Design office.

Edwards - Morgan - Young - Cot
1-24-67

RECEIVED
JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 3 - 1971
FOR FILING

105-4(115)196
76.3

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 29, 1971

NOTED
A. E. JOHNSON

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

7th Ave.-Willamette R. (Eugene) Section
Eugene-Springfield Highway
Lane County Bridge 9600
Illumination Lowering Device

As requested by Mr. Glenn Hossner, attached are two prints of drawing 27416 and a "Work Plan" for the high mast illumination lowering device to be used on this project. This should satisfy the requirements of Category 2 experimental projects, as required by PPM 20-6.3.

The lowering unit to be used on this project is the Holphane High Mast Lowering Unit. This unit is the only unit presently on the market that has been designed to eliminate the problems and complaints that customers have had with other lowering units.

With the reluctance and high cost involved in getting maintenance people to climb or ride maintenance cars to the heights involved in high mast lighting, it is desirable to find a reliable lowering device that will bring the luminaires down to the maintenance man. In addition, there are areas where it is not feasible to get a service car to or where the public has access to the pole and steps, cables and cabinets should be eliminated.

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
L. L. WALLACE

L. L. Wallace
Bridge Design Engineer

DOC:dh
Attachments
cc A. E. Johnson
L. H. Young
V. E. Skoog

WORK PLAN
HIGH MAST LOWERING DEVICE

Purpose: To determine the effectiveness, reliability, serviceability and cost of a device to lower tower mounted luminaires for servicing.

Scope: At the present time, installation of one type of lowering device has been specified. Currently a portable elevator is being utilized. The lowering device specified will be located on I-105 at the "Q" Street-Willagillespie Interchange and approaches as well as between this interchange and the Ferry Street Interchange.

Inspection will be made at the time of final construction inspection; six months after installation and at each required relamping of the associated luminaires thereafter for a minimum of three years. Additional inspections will be made if indicated by performance.

A copy of the inspection report is attached.

Conclusion: A report will be submitted on October 1, 1976, which will include a summary of all inspections, an evaluation of the lowering device type of servicing versus other types of service, and a recommendation regarding the use of each type.

7/29/71

INSPECTION REPORT
High Mast Lowering Device

LOCATION ____________________

SECTION ____________________ PREFIX NO. ____________________

HIGHWAY ____________________ COUNTY ____________________

DATE ____________________ TOWER HEIGHT ____________________

TEMP. ____________________ WEATHER ____________________

WIND VELOCITY ____________________

1. OPERATION:

	RAISE	LOWER
	SMOOTH ________	SMOOTH ________
	ERRATIC ________	ERRATIC ________

IF ERRATIC, EXPLAIN ____________________

____

2. NUMBER OF ATTEMPTS TO ACHIEVE POSITIVE LATCH ____________________

NUMBER OF ATTEMPTS NECESSARY TO UNLATCH ____________________

IF MORE THAN ONE, EXPLAIN ____________________

____

3. HAS UNIT BEEN REPAIRED: YES ________ NO ________

IF YES, NATURE OF REPAIR ____________________

____

WHEN REPAIRED? ____________________

COST OF REPAIR ____________________

4. DRIVE UNIT: EASE OF ATTACHMENT ____________________

IF PROBLEMS, EXPLAIN: ____________________

____

EASE OF ALIGNMENT BETWEEN DRIVE SHAFT AND WINCH: ________

____

IF PROBLEMS, EXPLAIN ____________________

____

5. REMARKS OR ADDITIONAL PROBLEMS ENCOUNTERED____________________

SIGNATURE____________________

CC A.A. REAR
L.L. WALLACE
FED. HWY. ADM.

TRANSACTION NUMBER 8-4

RM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-29-71

BY (Signature): MR. YOUNG'S JULY 26, 1971 LETTER

TITLE: PROGRAM &)PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 652 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					LOCATION	**WORK**
2	1-105-4(115)196	2.252	8,000,000	7,380,800	7TH AVE. - WILLAMETTE RIVER SECTION (EUGENE)	GRADE, DRAIN, HIGH TYPE PAVEMENT, ONE STRUCTURE TRAFFIC SIGNALS SIGNING, ILLUMINATION AND INCIDENTAL WORK REQUIRED BY MULTI-USE CONCEPT.

7-27-71

Young
8-4-71

NOTED
TOM EDWARDS

EMARKS (Division)

RECEIVED
AUG 5 - 1971
FOR FILING

I-105-4(115)196
7637

RECOMMENDED

ATE:

SIGNATURE AND TITLE:

APPROVED

DATE: 7-29-71

SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-854

ECEIVED
AUG 4 1971
FOR
05-4(115)196
637

Form FHWA- (2-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 28, 1971

In reply refer to: 08-35-EC

: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

OM : R. E. Simpson, Division Engineer
Salem, Oregon

UBJECT: Oregon Project I-105-4(115)196
1st Ave.-7th Ave. Viaduct
~~7th Ave.-Willamette River (Eugene) Section~~
Eugene-Springfield Highway
Lane County
Bridge No. 9600

The use of a Hi-Dro Cell Impact Attenuator at the gore point of the 6th Avenue off ramp is approved. Approval of the use of this proprietary item is given under the provisions of Paragraph 16b of PPM 21-6.3.

We concur it is appropriate to use this type of attenuator at this gore point due to aesthetic and maintenance considerations.

Orig to Merchant
8-3-71

NOTED
TOM EDWARDS

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

AEI.

NOTED
R. L. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
JUL 28 1971

FOR FILING

I-105-4(11.5)196
[illegible] 7637

July 27, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Oregon Project I-105-4(-)196
7th Ave.-Willamette River (Eugene) Section
Illumination (Bridge 9600), Lane County
Your Ref. 08-35-DB

Attached are two sets of full-size prints of drawings 27412 through 27420, which are the illumination details for the subject project, as requested in your July 16 letter.

Tower lighting in Unit 1, provided by towers 15 through 22, extends to the Country Club Road. This is the present city limits of Eugene and is not lighted at present. It is not felt that the light spillage along this section of freeway will be a problem in that the property to the south along the river is owned by the State and that to the north is either owned by or intended to be purchased by the State, or is farm land. Also, the luminaire units in this area are asymmetrical and as such, throw light primarily up and down the freeway rather than in a circular pattern.

The Delta Interchange has been detailed with tower lighting as in our preliminary proposal.

The multiple-use park area has been designed and detailed using 1000-watt metal halide luminaires on 50-foot steel poles to 1.2 footcandles at a 3:1 uniformity ratio.

Underdeck lighting has been provided and will be installed from First Avenue to the structure split. All underdeck lights except the three at First Avenue, which are for street lighting, have been indicated as non-participating.

Mr. R. E. Simpson
July 27, 1971
-2-

Conduit and anchor bolts have been provided in the pedestrian overcrossing for future lighting by the City of Eugene.

We request your approval of these details. If more information is needed, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

cc R. L. Porter
Tom Edwards
I. D. Merchant

DOC:dh ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 16, 1971

In reply refer to: 08-35-DB

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

Interim - ~~Signed~~

SUBJECT: Oregon Project I-105-4(-)196
7th Avenue - Willamette River (Eugene) Section
Illumination

The preliminary plans for the lighting of the 7th Avenue - Willamette River (Eugene) Section have been reviewed by this office.

Illumination is warranted for the entire section under the warrants developed in the AASHO Lighting Guide of 1969 as indicated.

The plan for Unit I which encompasses the Ferry Street Interchange includes existing lighting previously installed with FAI funds. The proposed plan involves replacing these lights with tower lighting. In such instances, upgrading illuminiation systems is possible only if the work qualifies as a safety improvement project and then credit must be received for the cost of the initial installation.

Tower lighting may be undesirable for the narrow roadway section west of the Ferry Street Interchange because of the excessive amount of light shining on properties adjacent to the highway right of way. This and similar conditions have resulted in damages being claimed by adjacent property owners in other States. It is recommended that consideration be given to use of conventional type illumination for this section of roadway.

The proposal to use tower lighting in Unit II, the Delta Interchange, is considered as appropriate and approved.

Tower lighting for Unit III which includes the multiple-use park area from 1st to 7th Street is not approved. This decision is based primarily on the noncompatibility of this type of lighting with the surrounding area, the problem of properly lighting the park area and the roadway using the same illumination system, and the desire to provide a pleasing aesthetic park-like setting for this multiple-use area.

(more)

RECEIVED
JUL 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

We suggest that in place of tower lighting you consider using standard structure mounted lights for the roadway illumination and ornamental type lighting for the park area.

Illumination of the park is considered the obligation of the city and not considered a participating feature for Interstate funds; however, provisions for this lighting can be made in the structure design such as conduits, insets for lights under the structure and conduits in the pedestrian overcrossing structure.

The level of illumination proposed varied from 1.0 to 2.9 foot-candles. This is considerably above the recommended value of 0.6 foot-candle in the AASHO Lighting Guide and IM 40-2-71. Intensities in the range of 0.6 to 1.2 foot-candles maintained with a 3:1 uniformity are adequate for the areas of merging and diverging roadways and those sections of freeway adjacent to lighted built-up areas.

The actual detailed lighting plans should be submitted for our review and approval upon completion of the final layout.

cc:
Region (08-00.333)

RECEIVED
JUL 3 1971
FOR

-105-4(115)196
7637

(12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 27, 1971

In reply refer to: 08-35.3

Johnson

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Experimental Item
Oregon Project I-105-4(115) 196
7th Ave. - Willamette River (Eugene) Section

Use of multiple compression seal on an experimental basis under Category 2 of PPM 20-6.3 as requested by Mr. Merchant's letter of July 2 is approved.

The Work Plan for evaluation, inspection and reporting of this item is approved.

cc:
Region (08-00.341) with 4 cys of Work Plan

cy to Merchant
7-29-71

NOTED
A. E. JOHNSON

NOTED
TOM EDWARDS

RECEIVED
JUL 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 2 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Const
R/W
Eng - Spf
Hd

July 2, 1971

NOTED
A. E. [illegible]

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N.E.
Salem, Oregon 97301

Dear Sir:

1st Ave. to 7th Ave. Viaduct
7th Ave.-Willamette R.(Eugene)Sec.
Eugene-Springfield Hwy.-Lane County
Bridge No. 9600

For the deck joints in the subject structure we propose to use compression seals. The joints requiring multiple compression seals will have the floating "I" beams between seals and width adjusting bolts through the seals as manufactured by the (Acme Hwy. Products Corp.). These multiple seals will have the support bar hold-down; I-bar hold-down and the horizontal bolts under the I-bars (to limit maximum opening between I-bars) as used on East and West Fremont. This is to be done on an experimental basis as permitted under the U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3.

We believe this type of joint will be more water tight and dependable than others that have been used in the past and that the modification will control the noise problem.

We are requesting your permission to use the multiple compression seal on an experimental basis on the subject project.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TGT:smd

cc
✓A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
JUL 26 1971

FOR FILING

I-105-4(115)176
7637

July 26, 1971

Mr. R. B. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate project, Item No. 652, Project No. I-105-4(115)196, 7th Ave.-Willamette River (Eugene) Section, which we desire to have included in the Federal-aid Interstate program.

State and District 4 Clearinghouse review of this project is not required under the provisions of paragraph 2(b) of IM 50-1-70, per FHWA memorandum of February 13, 1970, as a substantial amount of right-of-way was acquired prior to September 30, 1969.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:dg

FORM PR-1
(REV. 4-61)

FEDERAL-AID
(PPM

July 26, 1971

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-105 7th Ave. to Willamette Riv. (Eugene) 21 65	**ADT**	PRESENT 28,000	FUTURE *46,200 (66) (70)	YEA 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr. Dr., H.T. Pave., Str..& Ill. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)	

CARD 4	CLASS OF FEDERAL FUNDS Interstate		ROUTE NO. I	FEDERAL- I-105
	NAME OF URBAN AREA Eugene 17-31	COUNTY NAME		

ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-105 7th Ave. to Willamette Riv. (Eugene)			
5					**ROW**		"7th Ave.-Willamette R. (Eugene) Sec."			
5					**CONST** (CODE)			2.252	8,000,000	7,380,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	2.252	8,000,000 (16) (23)	7,380,800 (24)
1	14	PROGRAM APPROVAL DATES				

Projec
respec

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

y 26, 1971

(Eugene) 65	**ADT**	PRESENT 28,000	FUTURE (66) *46,200 (70)	YEAR (71) 91 (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 042 (5)	ITEM NO. (14) 652 (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER 7 105-4	SEQ. NO. (115) 13

I. Projects Only
POST MI. 196 (24) (26) DESIG. 27

COUNTY NAME Lane — CODE (14) 039 (16)

ROUTE NO. I — FEDERAL-AID I-105 (32) — STATE 227 (36) (37) — U.S. I-105 (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
ugene)						Gr., Dr., H.T. Pave, one str. (L. 2,238', H.C. 94' min.), traffic signal, illum., sign. Including incidental work req. by multi-use concept & RR protecitve service.
te						ROW - 335' normal; access control - full; parking restrictions- complete.
	2.252	8,000,000	7,380,800	619,200		
JECT TALS	2.252	8,000,000	7,380,800	619,200		
	(16)	(23) (24)	(33)			

REMARKS

Additional Data: Items Nos. 136, 429, & 481; Projects I-105-4(103)195, I-105-4(111)197 & I-105-4(112)197 respectively.

-over-

USCOMM DUSCOMM-DC 48905-P61

*Note: 1991 ADT based on Eugene Area Transportation Study which includes the Mapleton-Eugene Hig

Remarks - continued:

Project Data: The project consists of grading and draining four to six 12-foot lanes of high-type 62+00 and 64+30 and 10' shoulders and a 10' median between Stations 86+74 and 91+00, construction and illumination of Willamette River Interchange and Ferry St. Interchange, installation of traff at terminus of I-105, construction of pedestrian overcrossing structure (length 328', H.C. 8') an and 5th Ave. Grade, drain and high-type pavement to adjust 6th Ave., 7th Ave., Jefferson St. and city streets. Railroad protective service will be charged to this project.

Note: The landscaping will be done under a separate project or projects in the future as "stage

The requirements of PPM 20-8, IM 50-1-70 and Bureau of the Budget Circular A-95 complied with on necessary to complete the project even though the work is accomplished later under a separate con

Utilities & R.R.: Adjustments of utility and railroad facilities are programmed under I-105-4(11

Construction Type Codes:

Code 6203: A.C. pave. on stone base with bit. admixture, Sta. 62+00 to Sta. 64+30.
Code 7221: P.C. concrete pavement, Sta. 86+74 to Sta. 91+00.
Code Y030: Highway lighting, Sta. 61+95 to 98+88.47 = 38+88.47 to 80+70.13 = 23+10.42 to 63+25.
Code Y002: Traffic signs, (Sta. same as for Code Y030)
Code X581: Structure; Br. No. 9600; L. 2,238'; H.C. 94' min.; Est. Cost $6,400,000

Note: Signing and illumination only between Sta. 91+00 to 98+88.47 = 38.88.47 to 80+70.13 = 23+ est. costs, except for structure, impossible to determine at this time and will be estimated at

Railroad Crossing Data:

Name:	So. Pac. Trans. Co.	Ore. Elec. Ry. (Burlington Northern)
No. of tracks:	Two	One
No. of trains:	46 thru & 35 switching	2 freights
No. of high speed trains:	None	None
Existing protection:	None	None
Proposed protection:	O'xing Str.	O'xing Str.
Railroad benefit:	None	None

Public Hearing: Held February 3, 1965. Additional hearings not required per FHWA memorandum of

Design: Approved by FHWA memorandum of May 5, 1969, and is exempt from environmental statements to February 1, 1971.

State and District 4 Clearinghouse Review: Exempt under paragraph 2(b) of IM 50-1-70, per FHWA amount of right-of-way was acquired prior to September 30, 1969.

Unusual Situations: Linear park facilities are being constructed as part of this project under in PPM 21-19 and IM 21-2-60. These facilites consist of a pedestrian overcrossing of S.P.T. Co of the ROW area. Additional park facilities will probably be constructed under the future lands It is the Highway Division's present intention to require 9 trainees, as set forth in FHWA Orde h includes the Mapleton-Eugene Highway connection and 1st - 4th Streets extension.

r to six 12-foot lanes of high-type pavement with 6' shoulders and var. median between Stations
tions 86+74 and 91+00, construction of an overcrossing structure, linear illumination
Interchange, installation of traffic signals in area of city street connections, i.e.,
structure (length 328', H.C. 8') and parking areas along Washington and Jefferson Streets
h Ave., 7th Ave., Jefferson St. and Washington St. to make functional connections to
this project.

projects in the future as "stage construction".

get Circular A-95 complied with on this section of highway include all the elements
mplished later under a separate contract.

ties are programmed under I-105-4(112)197.

62+00 to Sta. 64+30.

7 to 80+70.13 = 23+10.42 to 63+25.

Est. Cost $6,400,000

+88.47 = 38.88.47 to 80+70.13 = 23+10.42 to 63+25; 1.702 miles. (Type code individual
this time and will be estimated at P.S. & E. stage. Total Est. Cost - $1,600,000.)

sin

re. Elec. Ry. (Burlington Northern)
One
2 freights
None
None
O'xing Str.
None

not required per FHWA memorandum of May 5, 1969.

xempt from environmental statements or declaration as design approval was granted prior

agraph 2(b) of IM 50-1-70, per FHWA memorandum of February 19, 1970, as a substantial
969.

ucted as part of this project under the multiple right-of-way use concept as set forth
edestrian overcrossing of S.P.T. Co. tracks, parking areas, scenic walks and contour grading
e constructed under the future landscape project.
trainees, as set forth in FHWA Order, Interim 7-2(2), on this project.

RECEIVED
JUL 26 1971
FOR FILING

I-105-4(115)196
7637

July 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administrator
P. O. Box 300
Salem, Oregon 97308

7th Ave.-Willamette River (Eugene) Sec.
Oregon Project No. I-105-4(115)196

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

The right-of-way restriction involves an advertising sign located on property owned by the State; the sign is owned by Obie Outdoor Advertising Co., Inc., and is located right of Sta. 84+70 at the edge of the right-of-way.

Contract work to be done at this location consists of structure piers near the center line and contouring of the ground surface under the structure and out to the edge of the right-of-way. It is anticipated that the contractor will not do the contour grading until the summer season of 1972; therefore, the right-of-way restriction in the area of the sign will not cause a delay or extension of time nor will it add to the cost of the project. We believe it is in the public interest to advertise for bids to be received on the scheduled date of Aug. 26, 1971.

The attached sketches delineate the restricted right-of-way outlined in red and the contract specifications will contain the restrictive clause and controlling dates as required in paragraph 6e of PPM 21-6.3, that the areas as shown will not be available for the contractor's use until after October 1, 1971.

The reason the property was not completely clear before October 1, 1971, is that the lease expires at that time.

Attached is a copy of the sign company notice of lease termination and a sketch map showing the sign location. If further information is necessary, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

DAR:ls

cc: F. B. Klaboe
F. L. Hall
C. G. Swenson
R. N. Chase

RECEIVED
JUL 29 1971
FOR FILING

7-21-71

FORM PR-1240
(REV. 3-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-105-4(112)197

STATE PROJECT NO.: 7TH AVE - WILLAMETTE RIVER BRIDGE SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-481

COUNTY NAME: LANE

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:
I-105-4(115)196
7637
cy to [illegible]

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 7-21-71	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 105 STATE ROUTE NUMBER EUGENE-SPRINGFIELD HIGHWAY #227

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED FEBRUARY 23, 19~~71~~ 67 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR CITY OF EUGENE SANITARY SERVICE EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $8,818.00 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) UTILITY ADJUSTMENT.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1969.

WE APPROVE THE AGREEMENT WITH THE CITY OF EUGENE CONSISTING OF YOUR MARCH 10, 1971 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE JULY 1, 1971 CITY OF EUGENE'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 12, 1971 LETTER.

RECEIPT OF MR. JACK M. CARTWRIGHT'S JULY 9, 1971 AFFIDAVIT OF THE CITY OF EUGENE'S PROPERTY RIGHTS IS ACKNOWLEDGED.

DATE 7-21-71	SIGNATURE OF APPROVING OFFICIAL G. H. Green	TITLE For DIVISION ENGINEER

NOTED
TOM EDWARDS

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
UTILITY UNIT 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

I-105-4(115)196
7637

July 12, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

Re: City of Eugene
Sanitary Sewer Relocation
7th Avenue-Willamette River Bridge Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197

Dear Sir:

Herewith you will find the following data pertaining to this project:

1. Two (2) copies of the City of Eugene's estimate of cost to adjust their facilities dated July 1, 1971.
2. Two (2) copies of a sketch prepared by the City showing their proposed relocation.
3. Two (2) copies of a certification prepared by Jack M. Cartwright as to the City's rights in the land occupied by their facilities.

The City's estimate is prepared on a bid item basis as the relocation will be a part of a larger contract for sewer construction to be let by the City. The State will request the right to concur in the award of the bid item for the sewer relocation to accommodate the State's highway construction.

A permit for the utility's proposed relocation is not required as relocation will be on City streets.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves two crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

NOTED
A. E. JOHNSON

JMC:dl
Enclosure

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
JUL 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 7 - 1971
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-105-4(115)196
7637

July 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Sir:

Eugene-Springfield Highway (I-105)
Eugene Viaduct
Lane County Bridge 9600

Attached are three sets of drawings pertaining to the multiple-use development on the subject project. The drawings marked A&B represent the ultimate landscape plans. The other drawings show the contour grading and will be incorporated into the bid plans.

We request your review of the plans and an indication of the extent of your participation in the cost of the following:

1. The walkways shown. It is planned to include the construction of the walks adjacent to 1st and 6th Avenues in the first contract. This will be necessary to provide continuously for pedestrian traffic. The balance of the walkways will be built under a landscape contract.

2. The paved parking areas along Washington and Jefferson Streets and also along 5th Avenue.

3. The proposed maintenance undercrossing structure. The City requested this structure so that maintenance equipment can have access to the center of the park without interference to pedestrian or bicyclists. It is estimated to cost $15,000.

Your early review of this submittal is requested as this project is scheduled for the August 26, 1971, bid opening.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LDW:dh
Attachments
cc F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
JUL 2 - 1971
FOR FILING

105-4(115)176
763.7

July 1, 1971

Mr. R. E.Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Eugene-Springfield - I-105
1st to 7th Avenue Viaduct
Oregon Project I-105-4(-)193
Bridge No. 9600
Your Ref. 08-35.6

We have reviewed the comments in your June 28 letter regarding the handrail type proposed for the subject project.

Attached are two prints of Drawing No. 26636 on which we have indicated the use of GM rail on the curved 6th Avenue on and off ramps. The remainder of the rail will be our standard two-tube rectangular rail to match that already installed on the two structures immediately to the north of this location.

GM concrete median barrier is proposed between Sta. 76+80.42 and Sta. 86+74 as shown.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments
cc R. L.Porter
Tom Edwards
I. D. Merchant

LLM:ag ms

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 28, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. A. E. Johnson

FROM : MR. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(-)195
1st to 7th Avenue Viaduct
Preliminary Bridge Plans

Your June 21 letter describes various alterations in the original submission after reviews by FHWA, the Highway Division, and the City of Eugene. We find all changes acceptable with the exception of Item 6.

In the interest of safety we feel the GM barrier should be used for the 6th Avenue onramp and offramp. We also feel as described in Mr. Merchant's March 22 letter that such a barrier would reduce traffic noise in the park. Please reconsider the GM barrier rail particularly in the curved ramp sections.

NOTED
TOM EDWARDS

RECEIVED
JUN 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 2 - 1971
FOR FILING

1859

A E Johnson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

105-4(NS)196

7637

June 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

7th Ave.-Willamette R.(Eugene) Section
Eugene-Springfield Highway
Lane County
Bridge No. 9600

Attached are two prints of a preliminary plan showing the proposed illumination, which is to begin at the Ferry Street Interchange and end at 7th Street on the Eugene-Springfield Highway (I-105). This work is to be done on the above subject project.

Also attached is one copy each of the current ADT and photometric data sheets.

The illumination on this project for purposes of discussion and justification will be broken into three units.

Unit I:

Unit I, starting at the east end of the Ferry Street Interchange and running to the Willamette River Interchange will be illuminated to 1.4 footcandles and a 3:1 uniformity ratio with 1000 watt metal halide luminaires mounted on twenty 120 foot towers with lowering devices. Underdeck 250 watt luminaires will be used at highway undercrossings to eliminate shadows.

The higher illumination level of 1.4 footcandles for this section is required due to the high level of commercial background lighting that exists in this interchange.

The lighting for this section is warranted under Cases A-1, A-2, A-3, B-1, B-2 and B-3 of "An Informational Guide for Roadway Lighting" as published by AASHO March, 1969.

Towers were chosen, for this location, over conventional 50 foot poles because of the complexity and distance over which this interchange extends. With the use of towers a more uniform overall lighting will be obtained throughout the interchange, which will enable the motorist to have a clear view of the complete interchange operation and its immediate condition.

A comparative estimate of towers versus 50 foot poles for this section results in $216,000 for towers and $214,000 for 50 foot poles. Estimates include engineering and contingencies.

Unit II:

Unit II, the Willamette River Interchange will be illuminated to 1.0 footcandles at a 3:1 uniformity ratio with 1000 watt metal halide luminaires mounted on sixteen 120 foot towers with lowering devices. Underdeck 250 watt luminaires will be used at highway undercrossings to eliminate shadows.

The lighting for this section is warranted under Cases A-1, A-2, A-3, B-1, B-2 and B-3.

Towers were chosen, for this location, over 50 foot poles because of the vastness of the interchange and because Lane County has existing tower lighting installed at the Delta-Willagillespie Interchange, which is just north and borders the Willamette River Interchange. Their last unit is shown on our preliminary plan. It is also felt that tower lighting will give more vertical footcandles on the existing concrete median barrier on the Willamette River Bridge and thus make it more visible.

A comparative estimate of towers versus 50 foot poles for this section resulted in $172,000 for towers and $170,000 for 50 foot poles.

Unit III:

Unit III, which starts at the south end of the Willamette River Interchange, extends through the multiple use park area and ends at 7th Street will have the park illuminated to 1.0 footcandles for security lighting, as discussed and approved by your people in an earlier discussion, and the structure through the park area will be illuminated to an average of 2.9 footcandles at a 3:1 uniformity ratio. This illumination will be done with 1000 watt metal halide luminaires mounted on thirteen 140 foot towers with lowering devices and six 50 foot steel poles. The area beneath the structure will be illuminated with 400 watt luminaires where required.

The high level of illumination of 2.9 footcandles on the roadway is a result of using towers and meeting a required level of 1.0 footcandles on the ground in the park area. This level of illumination on the park structure will be beneficial as we are entering an urban commercial built up area which will be congested at the 6th and 7th Street exits and entrances.

Illumination for this unit is warranted under Cases A-1, A-2, A-3, B-1, and B-2.

Towers were chosen over 50 foot poles for this section for reasons as follows:

1.) Continuity with the first two units.

2.) The ability to illuminate the park area and structure with fewer obstructions and clutter. Thirteen towers and six 50 foot poles as opposed to seventy 50 foot poles.

3.) A more uniform lighting can be obtained in the park area without vegetation being a problem. With large trees being left in the park a layout with conventional poles will be hindered. Tower lighted fixtures will shine down through the trees and will give good lighting.

4.) A system with conventional 50 foot poles on the structure and 30 foot poles in the park will cause a glare problem to the motorist as he goes down grade to the off ramps at 6th and 7th. This will not be a problem with towers.

5.) Fewer lights will be required under the structure with tower lights than with conventional poles.

A comparative estimate of towers versus conventional poles for this section gives $168,000 for towers and $174,000 for conventional poles.

This preliminary design is being sent to you at this time for your review and approval. As this project is scheduled for a bid opening of August 26, 1971, it would be appreciated if a review could be made as soon as possible as to the area being lighted, the lighting concept being proposed, and the proposed light levels.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

DOC/ag (Attachments)
cc: A. E. Johnson
V. Skoog
L. H. Young
L. E. George

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
UTILITY UNIT
FOR FI

OREGON STATE
HIGHWAY DIVISION

I-105-4(115)196
7637

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

June 16, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Additional Buried Cable
7th Avenue-Willamette River (Eugene)
Section
Eugene-Springfield Highway
Lane County
Your File No. GMO 64927
0-0-65-15

Gentlemen:

The construction of the overcrossing of your tracks as presently proposed allows for the development of property beneath the structure for park purposes. In connection therewith, as indicated in plans submitted to you by our Mr. Merchant on March 29, 1971, there will be constructed a pedestrian overcrossing of your tracks.

In order to accommodate this additional structure and to be consistent with the concept of developing this area for park purposes, we request that you bury your signal and communication lines through this area from a point west of Jefferson Street to a point east of Washington Street. The area we wish to have buried is indicated on the attached drawing. This will require a new installation from that performed in accordance with the Railroad-State Agreement dated December 12, 1967, since work performed under that agreement was temporary in nature with the intent to place it on poles upon completion of the construction. The State will bear the entire expense of this additional work and, therefore, request that you prepare the appropriate estimate and sketch for this work.

Bids for this project will be opened on August 26, 1971.

Very truly yours,

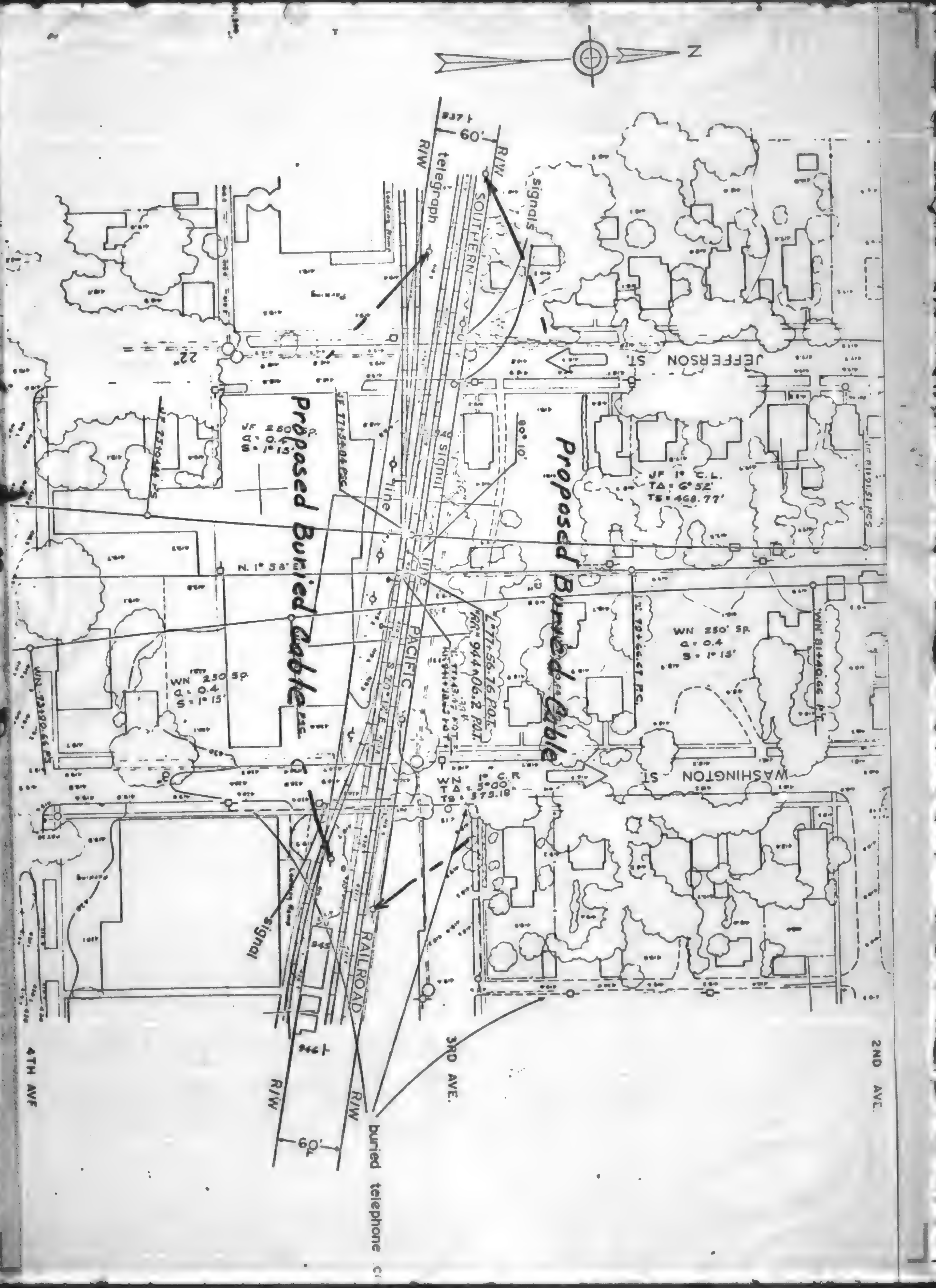
F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific - San Francisco w/attach
R. E. Simpson w/attach
F. B. Klaboe "
I. D. Merchant "
C. T. Keasey "
Ellis Jones "
J. E. Holcomb "

RECEIVED
JUN 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER


N
937
60'
R/W
R/W
telegraph
signals
SOUTHERN
PACIFIC
RAILROAD
signal line
Proposed Buried Cable
Proposed Buried Cable
JEFFERSON ST.
WASHINGTON ST
22
JF 250 SP.
a = 0.4
S = 1° 15'
JF 1° C.L.
TΔ = 6° 52'
TS = 468.77'
WN 250' SP.
a = 0.4
S = 1° 15'
WN 250 SP.
a = 0.4
S = 1° 15'
WN 1° C.R.
WTΔ = 5° 00'
TS = 373.18
N. 1° 58' E
L 77+56.76 P.O.T.
RR 944+06.2 P.O.T.
940
945
946
signal
R/W
R/W
60'
buried telephone c
4TH AVE
3RD AVE.
2ND AVE.

5-12-71

FORM PR-1240
(Rev. 6-68)

RECEIVED
MAY 13 1971
FOR FILING

S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

RAL AID PROJECT NO.: F-331(4)

STATE PROJECT NO.: PACIFIC HIGHWAY WEST - I-105 SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: P-469B

COUNTY NAME: LANE

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:
I-105-4(115)196
F.
7637

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

5-14-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE MAY 12, 1971	FEDERAL ROUTE NUMBER FA PRIMARY ROUTE 25 STATE ROUTE NUMBER STATE PRIMARY ROUTE 62

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE ACQUISITION OF COMPLETE WHOLE PARCEL TAKINGS WITHIN THE AREA OUTLINED IN RED ON RIGHT OF WAY MAPS 9B-4-17 AND 1A-16-20 AS REQUESTED IN MR. YOUNG'S APRIL 27, 1971 LETTER. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) RELOCATION PAYMENTS.
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

THE ORIGINAL AUTHORIZATION DATES GIVEN FOR THE ACQUISITION OF HARSHIP PARCELS UNDER STAGE 1 PROVISIONS UNDER ITEM 469 PROJECT F-331(1) ARE RETAINED.

RELOCATION PLAN SUBMITTED WITH YOUR LETTER OF APRIL 27, 1971 IS APPROVED EFFECTIVE MAY 4, 1971.

NOTED
TOM EDWARDS

RECEIVED
MAY 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE 5-12-71	SIGNATURE OF APPROVING OFFICIAL G. L. Greene	TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
MAY
FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

I-105-4(115) 176

7637

DATE: May 10, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM for / R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(-)195
Preliminary Bridge Plan
First to Seventh Ave. Viaduct-Willamette River Section
Eugene - Springfield

We have reviewed your preliminary plan submission on the above project and we find it acceptable subject to the following comments:

1. The post tension box girder bridge offers many advantages over the alternates and we concur in this selection.

2. We also concur in the foundation recommendations, however, in the vicinity of Bents L6 through L8 there might be some economic advantage using pile footings rather than the spread footings. We feel an economic analysis should be made to make this determination.

3. We concur in your selection of plan B as being most desirable for pedestrian structure. We question why the walkway should be over 8 feet.

4. We also recommend the use of a fill section as a sound barrier rather than the retaining wall.

5. There were differing opinions of the retaining wall sections you used for the ramps. We lean toward Section 8A but offer no objection to either type. We would, however, feel that the roadway slab between the walls should be allowed to settle with the fill rather than be supported on the wall section if the cantilevered wall section is to be used. 7

6. We also suggest that you consider the use of the 32-inch high, New Jersey type parapet without a toprail for your outside rail sections. We feel that this might be more esthetically pleasing and economical. n/c

G. Johnson

(more)

NOTED
TOM EDWARDS

RECEIVED
MAY 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

5-17-71
Orig to Len Wallace
"Please discuss"
G.E.J.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7. We also assume that impact attenuator will be provided at the BT and JF ramp gores.

8. We would like to express concern about the vertical curvature of the Seventh Avenue offramp. We realize that it conforms to the actual minimum requirements for what we surmise is the ramp design speed of 30 miles an hours. But this ramp is to be the temporary end of the freeway perhaps for quite a few years. This ramp will also serve as an important connection to the downtown area after the mainline is extended and the ramp is used only by existing traffic. The minimum sight distances and steep grades will be unusually critical and hazardous in the interim as well as in the ultimate design. Every effort should be made to reduce the grade and increase the sight distance. Consideration should be given to dropping the grade on Sixth Avenue by accepting restricted clearance on Sixth Avenue during construction or by closing it entirely during construction, or by a combination of these two proposals. It may also be possible to decrease the span. May we have your comments on this very important item.

Yes

Preliminary plans are approved subject to the satisfactory resolution of the above items. We ask that the revised design layout be submitted for approval.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Eugene City Council
City Hall
Eugene, Oregon 97401

Attn: Mr. Hugh McKinley
Manager

Gentlemen:

The State and City entered into a throughway agreement dated January 31, 1967, dealing with the construction of the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway (I-105). State has applied for and received approval to incorporate the concept of multiple-use into the plans for the proposed project. A portion of said project envisions an elevated viaduct being constructed from approximately First Avenue southerly to Seventh Avenue and lying between Jefferson and Washington Streets within the corporate limits of the City of Eugene.

State and City have determined that the most feasible method of utilizing the public right-of-way beneath the elevated viaduct and bounded by First Avenue and Fifth Avenue lying between Jefferson and Washington Streets would be development of park and recreational facilities for use by the public in general. It has also been determined, in view of the fact that City has completed investigations and studies pertaining to compatible adjacent land use, will be involved in the future maintenance of the aforementioned facilities, and has in its employ a competent staff capable of and experienced in the development of park facilities, that City should be requested to prepare designs and construction plans for the proposed park and recreational facilities.

State and City hereby pledge complete cooperation,each with the other, in order to accomplish effectively the following items.

THINGS TO BE DONE BY STATE:

1. State shall furnish to City all surveys, maps, structure layout, and other pertinent data necessary for City's use in the development of designs and preparation of plans for the project. State shall also furnish pencil tracing film stock in such quantities as are necessary for the preparation of contract plans, and such standard drawings, including but not limited to, light poles, sign bridges and drainage devices, as City may desire to incorporate into the final design.

2. State shall, upon receipt from City of an itemized statement, in triplicate of such costs, reimburse City for the total actual costs incurred by reason of the design work undertaken by City and approved by Federal Highway Administration for full interstate participation, including the over-all plan for grading, drainage, walkways, and all other Federal Aid participating items. No reimbursement will be allowed for design work performed on non-participating items, as these items will be at sole expense to City.

3. State shall be responsible for review and approval of final plans submitted by City.

THINGS TO BE DONE BY CITY:

1. City shall prepare complete construction plans and any necessary supplemental specifications (supplement to State Standard Specifications) as required for all Federal Aid participating items within the park development area.

2. All designs, plans, specifications, and/or other materials to be furnished by City to State under the terms of this agreement shall be prepared in such form that they may be used in performance of the construction work of the project under either a single contract or separate contracts, and State shall select the contract procedure. All plan sheets submitted by City for inclusion in the contract plans shall bear the Oregon State Highway Division standard title block.

3. City shall, upon receipt from State of the structural layout plan, make every effort to complete the over-all plan for grading, drainage, and walkways to the end that said grading plan may be submitted to State by April 1, 1971 in order that this phase of the work can be included in the first contract for grading and structures.

4. City shall, upon completion of each phase of design work or at periods of not less than monthly intervals, submit to State an itemized statement of costs, in triplicate, which have been incurred by City as of the date submitted, for those items of design described in Paragraph 2 under THINGS TO BE DONE BY STATE. City shall observe strict accounting procedures to the end that only Federal Aid participating items be included in said itemized statement.

If the terms of this agreement are acceptable, please adopt a resolution authorizing the Mayor and Recorder to execute three copies. Forward three signed copies of the agreement and resolution to this office for further distribution to interested parties.

Very truly yours,

R. L. Porter
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

APPROVED
CITY OF Eugene
(Acting)
BY MAYOR
BY RECORDER
DATE MAR 22 1971

MCH:ljt
3/9/71

RESOLUTION NO. 1909

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON, as follows:

Section 1. That certain Agreement, a copy of which is hereto attached, marked Exhibit "A", and made a part hereof by reference, by and between the State of Oregon, by and through its State Highway Commission and the City of Eugene, a Municipal Corporation of the State of Oregon, be and the same is hereby approved and confirmed.

Section 2. That the Mayor and the City Recorder be, and they are hereby empowered, authorized and directed to execute said Agreement for and on behalf of the City of Eugene.

The foregoing Resolution adopted this 22nd day of March, 1971.

City Recorder

RECEIVED
COUNTY & CITY SECTION
MAR 29 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

MAR 18 1971
FOR FILIN

I-105-4(115)176

7637

March 11, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Eugene-Springfield Highway I-105
1st Ave.-7th Ave. Viaduct
Lane County, Bridge 9600
Oregon Project I-105-4(-)193

We have reviewed the comments contained in your letter of February 26 and offer our comments on the various items in the same order.

Transmitted herewith are two prints each of the layouts and typical bent elevations for the alternate structural types requested and for the original plan to which we have made a revision at the south end of the WM and JF ramps. This revision provides an open span on the south side of Sixth Avenue as indicated on the multiple-use plan approved by your February 2 letter. Also transmitted are two prints of an architectural sketch showing the proposed treatment at the south end of the structure.

The various plans have been designated as follows:

PLAN	DESCRIPTION	ESTIMATED COST
I	Post-tensioned box girders with conventionally reinforced box girder suspended spans, as recommended in our letter of February 17, 1971.	$6,730,000
II	Conventionally reinforced box girder spans north of Station 69+29. Post-tensioned box girders south of Station 69+29.	6,450,000
III	Bulb-Tee spans north of Station 69+29. Post-tensioned box girder spans south of Station 69+29.	6,000,000

We again recommend your approval of the type of structure and span arrangement in our original proposal (Plan I), modified as noted in paragraph two above. The sharp curvature of the Sixth Avenue ON and OFF ramps indicate a box girder is the only reasonable type of structure for those locations. Plan I extends this type throughout the entire project with minimum structural depths, pleasing vertical haunches and a minimum number of columns, thereby providing the maximum available space for park development under the concept of multiple use. Also transmitted are two prints showing our proposed elevation at each bent.

A box girder type of structure has the following advantages over a Bulb-Tee type structure:

1. Noise level, from traffic above, minimal due to dead air space within box girders. The usage of the park might be substantially reduced if the noise level is excessive. This has been demonstrated in the Seattle area, where tennis courts under noisy structures are not being used to the degree anticipated.

2. The smooth underside of the haunched box girder with the complementary bent architecture is far superior in appearance to the open-underside, "pigeon-roost" type provided by the Bulb-Tee spans. (See architectural sketches.)

3. Provision for expansion joints (several required for a structure 2,246 feet long) can be more readily accomplished with a poured-in-place structure. A combination of recessed cross beams and provision for expansion at the bents, with the Bulb-Tee layout, is not a good situation.

4. The Bulb-Tee layout requires more columns per bent as well as a greater number of bents, reducing the multiple-use potential.

5. The Bulb-Tee layout results in an awkward appearing transition where it joins the curved box girder section required for the Sixth Avenue ramps.

The post-tensioned box girder has the following advantages over the conventionally reinforced concrete box girder:

1. The longer spans result in fewer bents.

2. Post-tensioning minimizes camber problems and also reduces the probability of deck cracking and the resultant problems.

3. The conventionally reinforced concrete box girder, even with the shorter spans, will have to be one foot deeper than the post-tensioned box with a resultant increase in the grade line profile.

Also transmitted are two prints each of Plan "A" (attached to main structure) and Plan "B" (separate structure) for the pedestrian facility approved in your February 2 letter. We recommend approval of Plan "B" for the following reasons:

1. Plan "A" results in a pedestrian structure which is 38 feet longer than Plan "B". This is required as the grade line of that portion of the pedestrian structure attached to the main bridge follows the outline of the main span rather than a relatively short vertical curve as is possible with Plan "B".

2. The live load deflection of the bridge span would cause serious structural problems in the design of the Plan "A" pedestrian facility. The proposed attachment detail of the pedestrian facility to the main bridge is shown in section B-B on Plan "A" drawing.

3. The proximity of the pedestrian to the roadway would be distracting to the pedestrian and the motorist as well, particularly as the motorist is not expecting the appearance of pedestrians adjacent to the roadway. Unless the user is on a bicycle his ear level will be approximately at the top of the roadway handrail.

4. Plan "B" has a more pleasing appearance and is estimated to cost $89,000, versus $98,000 for Plan "A".

Estimates for both Plan "A" and Plan "B" include approximately $9,000 for embankments, at each end of the pedestrian structure, to an elevation 12 feet above the average park level.

Transmitted are two prints of a drawing which illustrates both an embankment only and an embankment combined with retaining wall sight and sound barrier, adjacent to the Southern Pacific Transportation Company tracks. As the advantages of the retaining wall over a natural ground slope supplemented with appropriate plantings are somewhat doubtful, we recommend the embankment-only plan at an estimated cost of $29,000 versus $102,000 for the retaining-wall plan. Both estimates include the cost of chain link fencing adjacent to the tracks.

Based on the estimated costs, $6,730,000 + $89,000 for Plan I structure layout and Plan "B" pedestrian structure, the estimated project cost will be $7,900,000. This total includes an estimated cost of $1,081,000 for grading, drainage, surfacing, signing, illumination, and miscellaneous items, but does not include the cost of the park development items which have been determined to be eligible for FAI participation. The cost of these park development items, including the $29,000 cost of the sight and sound barrier embankments, was not included in our estimate in our initial submission and will be furnished to you in the near future.

The estimated cost of $7,900,000 for the multiple-use facility versus a previously estimated cost of $5,192,000, results in cost difference of $2,708,000 plus the cost of the park development FAI participating items and is within the $2,730,000 figure in Mr. Klaboe's letter of November 9, 1970. Detailed estimates for all plans are on file in the Bridge Section office and include 25 percent for engineering and contingencies.

Based on the above discussion, we ask your approval of our recommendations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson ms
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
F. B. Klaboe
I. D. Marchant
Transmittals - cys in Bridge File
LLW:dh ms

file 9600

Form FHWA-121 (12-[illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: February 26, 1971

In reply refer to: 08-35.6

C.A.

Br #9600

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(-)195
1st to 7th Avenue Viaduct
Eugene-Springfield Highway

RECEIVED
MAY 1[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

We have reviewed your February 17 submission signed by Mr. Wallace of the preliminary layout of the viaduct and park.

TGT
JEB
145'

We find no alternates with your submission and request that you make additional studies using your precast "bulb T" section for those areas where this is possible and also compare a conventional reinforced concrete box girder.

Estimates + reasons

JEB

In our previous February 2 letter we suggested that the pedestrian sidewalk overcrossing be an integral part of the Interstate viaduct. We would appreciate your cost estimates for this work and any comparisons you have made.

Prov't com

JEB

Also our review of the landscape plan shows retaining walls on either side of the SPRR track to be used as a noise buffer. Is such a wall necessary? Please give us cost comparisons of the wall vs. a fill in this area.

Comparative estimates & check w/ city Eugene

LLW

In reviewing the viaduct work the $8 million for structure and grading work has increased appreciably since the initial submission. Much of this increase can be attributed to an increase in construction costs. Mr. Klaboe's November 9 letter gave a cost differential of $2.73 million more to construct the viaduct. Since FHWA approval was based on this figure it would seem appropriate to stay within this value.

Information, as discussed on 3-4-71 to be furnished by Noon 3-8-71 by indicated persons.
LLW 3-4-71

RECEIVED
MAR 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 22 1971

FOR FILING

I-105-4(115)196
7637

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 18, 1971

To: F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Proposed Island Construction
Seventh Avenue at Washington Street
Seventh Avenue-Willamette River Section
Eugene-Springfield Highway

Present plans call for contracting the Seventh Avenue-Willamette River Section of the Eugene-Springfield Highway in the near future. Included in the contract will be signing and signalization.

There is attached a copy of a sketch showing the intersection of Seventh Avenue and Washington Street. At this intersection we have the main entrance into I-105, northbound. In the northwest quadrant of the intersection there will be a large island. It is desirable that a portion of this island be raised so that we can locate one leg of a combination sign and signal bridge in the island. If this is not done, it will be necessary to run the sign bridge diagonally across the intersection which will cause difficulties both in sign placement and in stop line to signal head distance.

The proposed raised island could be outlined with jiggle bars as shown on the plans. Under these conditions it does not seem that the island would constitute a major hazard.

If you approve, we will proceed on this basis.

L. E. George
L. E. George
Operations Engineer

LEG:mk

Attachment

2-19-71
Approved
Asst. State Hwy. Engr.

copy to George
2-22-71

RECEIVED
FEB 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52475-734

DEC 12 1969

I-105-4(115)196
7637

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1969

SUBJECT: File No. 40470 (L-5900)
Demolition Contract -
7th Ave.-Willamette River
Section of the Eugene-
Springfield Hwy. in Eugene,
Oregon

To:

Mr. Vernon Skoog
Accounting Division
BUILDING

We are attaching a bill from D. S. L., Inc., for the demolition contract awarded November 5, 1969, and confirmed by the State Highway Commission at the November 18, 1969, commission meeting. Also attached is the wage certification. The contract has now been completed. The cost prefix for this project is: 620-2517-406 P.

W. H. HASKIN
Property Manager

WHH:cr
Attachments
cc: Dale Hill
Floyd Query

NOTED
FLOYD QUERY

RECEIVED
NOV 12 1969

FOR FILING
Contr
RM
Eug - Spfd Sec

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1969

SUBJECT: Demolition Contract - Clearing of 7th Ave.-Willamette River Section of the Eugene-Springfield Hwy. in Eugene, Oregon

To:

Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

On November 5, 1969, the Oregon State Highway Commission awarded the demolition contract to D. S. L., Inc., for the low bid of $1,843.00.

We are attaching hereto the original copies of the contract and bond to be held in your office until completion of the contract. The work is to be completed by December 15, 1969.

W. H. HASKIN
Property Manager

WHH:cr

Attachments

cc: Dale Hill

NOTED
FLOYD QUERY

Part G
JSI:cr
5/22/67
E-662

PART G

CLEARING OF 7TH AVE.-WILLAMETTE
RIVER SECTION OF THE EUGENE-
SPRINGFIELD HWY. IN EUGENE, OREGON

CONTRACT

THIS CONTRACT, made and entered into this 5th day of November, 1969, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and

D. S. L., Inc.,

hereinafter called the "Contractor";

WITNESSETH:

1. The Contractor, in consideration of the sum to be paid by State in the manner and at the time herein provided, and in consideration of the covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the Instructions to Bidders, General Provisions and Special Provisions included herewith. This contract shall bind the heirs, executors, administrators, successors and assigns of the Contractor. The Instructions to Bidders, General Provisions and Special Provisions included herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

2. The Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of the contract; and shall not permit any lien or claim to be filed or prosecuted against State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

3. In consideration of the faithful performance of all the work and other obligations under the contract, State shall pay the Contractor,

Part G
JSI:cr
5/22/67

subject to the conditions provided herein One Thousand Eight Hundred Forty-Three DOLLARS ($ 1,843.00) in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on Nov. 5, 1969, at which time the Secretary for the Commission was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in Volume 54, Page ________, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:
J B Klaboe
Assistant State Highway Engineer

APPROVED AS TO FORM:
Chief Counsel

CONTRACTOR:
Roy Inman Pres
D. J. L. Inc
2905 W 19 Ave Eugene.

Executed by the Contractor in the presence of:
Dale D. Hill

Part F
JSI:cr
5/22/67
E-662

PART F

CLEARING OF 7TH AVE.-WILLAMETTE
RIVER SECTION OF THE EUGENE-
SPRINGFIELD HWY. IN EUGENE, OREGON

PERFORMANCE BOND

(Demolition Contract)

KNOW ALL MEN BY THESE PRESENTS:

That we, D S L, INC.,

as principal, and UNITED PACIFIC INSURANCE COMPANY,

a corporation duly organized and existing under and by virtue of the laws of the State of Washington, and duly authorized to transact the business of surety in the State of Oregon, as surety, are jointly and severally held and bound unto the State of Oregon, by and through its State Highway Commission in the sum of FIVE THOUSAND AND NO/100ths---DOLLARS ($ 5,000.00), for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH THAT,

WHEREAS, the principal herein has made and entered into a certain contract with the State of Oregon, by and through its State Highway Commission, a copy of which contract is annexed hereto and by this reference made a part hereof, under which contract the principal agrees to furnish certain materials and to perform certain work consisting of the demolition and removal of buildings located on the clearing of

7th Ave.-Willamette River Section of the Eugene-Springfield Hwy. in

Eugene, Oregon

;

Part F
JSI:cr
5/22/67

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such contract and shall well and truly perform all matters and things by him undertaken to be performed under said contract upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall save and hold harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employees and agents, from any claim, suit or action for direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the contract by the principal or his subcontractors, then this obligation is to be void, otherwise, to remain in full force and effect.

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Highway Commission.

Signed and sealed this 7th day of November, 19 69.

PRINCIPAL D S L, INC.

By Roy D Simmons (Official Capacity)

Attest: Secretary

SURETY UNITED PACIFIC INSURANCE COMPANY

By Genevieve A. Bernhardt Attorney-in-fact
Genevieve A. Bernhardt

Countersigned:
Bruce F. Cross Resident Agent
Bruce F. Cross

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Zo Thompson

RECEIVED
DEC 17 1969
FOR FILING

Cncl
[illegible]
Eng - Spfd. Sec

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
November 5, 1969

SUBJECT: AGENDA ITEM
November 18
Commission Meeting
Demolition Contract
File 40470-Demarest
7th Avenue-Willamette
River Section
Eugene-Springfield
Highway
Lane County

AGENDA
NOV 18 1969
1h-3

To: Mr. Floyd Query
Secretary

BUILDING

Please place on the agenda of the November 18 meeting the matter of confirmation of telephone approval received this date from Commissioner Bruno to award a demolition contract to D.S.L., Inc., on the subject section of the Eugene-Springfield Highway in Lane County.

Four bids were received, the lowest bidder being D.S.L., Inc., in the amount of $1,843. The contract calls for the removal of a portion of a motel and restaurant and the boarding up of the remainder/building.

D. H. MOEHRING
Right of Way Engineer

DHM:JP
cc G. E. Rohde

TED
FLOYD QUERY

RECEIVED
JUN 10 1969
FOR FILING

I-105-4(115)196
7637

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1969

SUBJECT: Illumination Agreement
7th Avenue-Willamette River Section
Eugene-Springfield Highway
Eugene
TE 7561

To: Tom Edwards
Assistant State Highway Engr.
BUILDING

7561

The luminaire units covered by the above agreement will be installed as a part of the overall construction project which, at the present time, is scheduled for December 4, 1969.

F B Crandall
F. B. Crandall
Traffic Engineer

VPJ:ji

NOTED
VICTOR D. WOLFE

NOTED
TOM EDWARDS

RECEIVED
JUN 5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MAY 9 1969

UNITED STATES GOVERNMENT

Memorandum

Klabze

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301
DATE: May 5, 1969

In reply refer to: 08-35-EC/400.1

Copy 'No Hearing' file

I-105-4(115)197

7637

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(-)197
7th Avenue-Willamette River (Eugene) Section
Eugene-Springfield Highway
Lane County
Public Hearing Status and Design Approval

We concur that no additional hearings are required for the subject project. A public hearing was held which adequately covered major design features. Right of way acquisition is 100 percent complete.

We consider design approval has been given as the Interchange layout and structural plans were previously approved.

FOR STATE HWY. ENGR.
Young
By Asst. State Hwy. Engr.

original sent 5-7-69

NOTED
F. B. KLABOE

RECEIVED
MAY 6 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 8 - 1969
FOR FILING

Const
R/W
Eug-Spf-Sec
Sg

April 8, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

7th Ave.-Willamette R. (Eugene) Sec.
Eugene-Springfield Highway
Lane County
Project No. I-105-4( )197

Dear Sir:

We hereby request your concurrence that additional hearings are not required and we further request your design approval of the subject project which is scheduled for our November 6, 1969 contract bid opening according to the Oregon State Highway Schedule of Contract Lettings, issue of Feb. 28, 1969. The requests are based on the following information:

1. A public hearing has been held and a letter transmitting copies of all correspondence on this matter along with a transcript of the hearing were forwarded to you on February 28, 1968.

2. Right-of-way acquisition is 100% complete, with the last parcel acquired October 30, 1968 and Southern Pacific Co. railroad easement acquired December 12, 1967. This was accomplished under Project No. I-105-4(111)197.

3. The north terminus of this project is well established because it connects to new construction and it is the last section on this route as it is now planned.

4. Oregon State Highway Commission approved the throughway construction agreement with the City January 31, 1967.

5. Interchange layouts were approved January 19, 1967 by Mr. G. R. Brooks.

6. Structure plan and elevation sheets were submitted July 25, 1967 for your review.

7. Road plans are 100% complete and accompanying this letter is one copy for your review.

In view of these facts, and that actions noted in all but number 7 above took place while PPM 20-8(1) was in effect and its requirements were complied with, we are of the opinion that additional hearings are not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JGda

cc: F. R. Klebes
D. J. Barbee
R. W. Ellison
R. L. Gifford
R. M. Chase

RECEIVED
NOV 13 1968

105-4(115)176
7637

October 3, 1968

4f/d2

City of Eugene
City Hall
Eugene, Oregon 97401

MISC. CONTRACTS and
AGREEMENTS No. 328
10-1-68

Attention: M. E. Cause
City Recorder

Gentlemen:

Attached for your files is a fully executed copy of a supplemental agreement covering temporary routing of I-105 traffic via the Washington-Jefferson Streets couplet between 7th Avenue and the Willamette River.

Also attached is a fully executed copy of an agreement providing for landscaping in the area immediately south of the Willamette River Bridge.

MISC. CONTRACTS and
AGREEMENTS No. 3633

We have retained fully executed copies of both agreements for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Attachments

cc Mr. H. S. Cox
(conformed copies)

RECEIVED
SEP 6 - 1968

September 6, 1968

Oregon State Highway Commission

Gentlemen:

Presented for your consideration and approval at the October 1 meeting will be two agreements with the City of Eugene, one pertaining to temporary routing of I-105 (Eugene-Springfield Highway) traffic via the Washington-Jefferson Streets couplet between 7th Avenue and the Willamette River, and the other providing for landscaping in the area immediately southerly of the Willamette River bridge.

The temporary routing has been placed in effect and is in operation; and the agreement pertaining to it stipulates that the State shall perform and install necessary signing, striping, preliminary pavement repair, et cetera, prior to the State's use thereof. The State is to also be responsible for maintenance during the period of use by state highway traffic.

cra 3281

The City will continue to issue permits for utilities and continue repair and maintenance of underground facilities, including storm and sanitary sewers during the life of the agreement.

The State will relinquish its rights to the City upon completion and opening to travel of the portion of I-105 between 7th Avenue and the Willamette River in Eugene.

The agreement for landscaping and beautification of the I-105 route immediately southerly of the Willamette River bridge provides for the State to install all plantings and maintain the area enclosed by a 6-foot cyclone fence, including subsequent plantings and watering.

coa 3633
c-Proj. Landc

The City will be responsible for care and maintenance of the landscaped area outside the 6-foot cyclone-fenced enclosure and hold the State harmless from any actions or damages arising therefrom.

Your approval and authorization for the Secretary to sign these agreements on your behalf are requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
D. H. Moehring
C. H. Maison
E. S. Hunter
F. B. Crandall
C. T. Keasey
H. S. Cox

RECEIVED
MAY 27 1968
FOR FILE

Form FH-121 (4-67)
UNITED STATES GOVERNMENT
Memorandum

I-105-4(115)196
7637

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: May 23, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197
Willamette River Bridge - 7th Ave.
Western Union Telegraph Company Adjustment

Our March 12, 1968 memorandum authorized you to proceed with this utility adjustment at an estimated cost of $18,613. Subsequently, as a result of a State-utility meeting, it was agreed to make a revision wherein the utility and Southern Pacific Railroad could utilize a common ditch and shorten the adjustment.

The revised estimate and sketch furnished by Mr. Litchfield's May 15 letter are approved at an estimated cost of $15,396. The previous conditions and authorization date of March 12, 1968 shall continue in effect.

5-27-68

NOTED
F. B. KLABOE

REFERRED TO
Young Litchfield
BY ASST. STATE HWY. ENGR.

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

23K 80M 7-69

COMMISSIONERS
L. JACKSON, CHAIRMAN
FORD
ETH N. FRIDLEY, MEMBER
SCO
F. SIMPSON, MEMBER
RTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

-105-4(115)176
763

April 17, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attention: Roy H. Tokerud

Subject: 7th Ave.-Willamette R.
(Eugene) Section
Lane County
Bridge Nos. 9600 9600A
9601 9683

Dear Sir:

At your request, we have made a preliminary estimate for the cost of a viaduct structure to extend from Station 61+95 to Station 86+75, which is from the beginning of the proposed 1st Avenue Overcrossing to the end of the proposed subject section, which is to be contracted later this year.

The present plan is to place a fill to roadway grade from Station 61+95 to Station 91+00, having overcrossing structures at 1st and 3rd Avenues with interchange structures at the end of the section leading to 6th and 7th Avenues.

Our estimate for a viaduct extending from Station 61+95 to Station 86+75 would eliminate the filled highway sections from the North end of the proposed 6th and 7th Avenue Interchanges to the South end of the 1st Avenue Overcrossing. There would still be a section of filled highway between Station 86+75 and Station 91+00, a distance of 425'. We estimate that the additional cost to construct a viaduct between Station 61+95 and Station 86+75, instead of the present plan, would be $1,340,000.00.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:jr
cc: Tom Edwards
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 2-30 (12-67)
APR 18 1968

FOR FILING
I-105-4(115)196
[illegible]7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1968

SUBJECT: Demolition Contract -
7th Ave.-Willamette River Sec.
of the Eugene-Springfield Hwy.,
Oakhill-Eugene Section of the
Springfield Hwy., and McVay
R.R. O'xing Section of the
McVay Hwy., Eugene, Oregon

To:

Mr. C. S. Maison
Controller
Accounting Division
BUILDING

We are attaching a bill from D. S. L., Inc. for the demolition contract authorized by the Highway Commission at the March 5, 1968, meeting. Also attached is the Wage Certification. The contract has now been completed. The cost prefixes are:

620-2517-406-04 P	for 5/6 of the amount
20-2014-406	for 1/12 of the amount
120-2066-406	for 1/12 of the amount

W. H. HASKIN
Property Manager

cr

Attach.

cc: Dale Hill
Floyd Query

NOTED
FLOYD QUERY

RECEIVED MAR 2[illegible] 1968

FOR FILE

UNITED STATES GOVERNMENT

Memorandum

I-105-4(115)196
7637

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 12, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

G R Brooks

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197
Seventh Avenue - Willamette River Section
Western Union Telegraph Company Utility Adjustment

NOTED
R. L. PORTER

We approve the agreement, as evidenced by your Staff Attorney's letter dated February 28, 1967, and the subject utility's letter dated February 15, 1968, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated February 27, 1968. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the appropriate Civil Rights clauses are included. Reimbursement on an actual cost basis estimated to be $18,613 is approved.

Receipt of Mr. Holcomb's February 21, 1968 affidavit of the company's property rights is acknowledged.

Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-3 and PPM 30-4 both dated October 15, 1966 and supplements thereto.

Copy
Litchfield
[illegible]
Filed 3.15.68

RECEIVED
MAR 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1232 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
[illegible]

RECEIVED
2 6 1968

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-105-4(115)196
7637

March 6, 1968

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Railroad Work
7th Ave.-Willamette River
(Eugene) Section
Eugene-Springfield Highway
Lane County
Project No. I-105-4(112)197
Your File: 911-323
0-0-65-15

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as attached to the agreement dated December 12, 1967 have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of March 4, 1968.

Please contact Mr. Ellis Jones, Resident Engineer, 2193 East 15th St., Eugene, 97403, Phone 342-1361 Ext. 291, at least three days prior to beginning work so that arrangements can be made for inspection of your work by State Personnel.

Reimbursement for the work performed on and subsequent to March 4, 1968 will be made subject to the provisions of PPM 30-3 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR - 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: SP - Portland
~~F. B. Klaboe~~
R. E. Simpson
L. H. Young (2) (w/attach.)
C. H. Maison "
C. T. Keasey (2) "
Ellis Jones "
J. E. Holcomb "

Note to Div. Engr. C. T. Keasey:
Please have a State Force Order prepared and submitted for this work. Return one copy of Est. and sketch with SFO. Charge this work to prefix 620-1031.

Part G
JSI:cr
5/22/67

PART G

CLEARING OF 7TH AVE.-WILLAMETTE
RIVER SECTION OF THE EUGENE-
SPRINGFIELD HWY., OAKHILL-EUGENE
SECTION OF THE SPRINGFIELD HWY.,
AND McVAY R.R. O'XING SECTION OF
THE McVAY HWY., EUGENE, OREGON.

CONTRACT

THIS CONTRACT, made and entered into this 26th day of February, 19 68, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and

D S L, Inc.,
hereinafter called the "Contractor";

WITNESSETH:

1. The Contractor, in consideration of the sum to be paid by State in the manner and at the time herein provided, and in consideration of the covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the Instructions to Bidders, General Provisions and Special Provisions included herewith. This contract shall bind the heirs, executors, administrators, successors and assigns of the Contractor. The Instructions to Bidders, General Provisions and Special Provisions included herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

2. The Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of the contract; and shall not permit any lien or claim to be filed or prosecuted against State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

3. In consideration of the faithful performance of all the work and other obligations under the contract, State shall pay the Contractor,

Part G
JSI:cr
5/22/67

subject to the conditions provided herein Two Thousand Seven Hundred Seventy-One Dollars & No Cents DOLLARS ($ 2,771.00) in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on March 5, 1968, at which time the Secretary for the Commission was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in Volume 52, Page ________, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:
Lloyd P. Stewart
Assistant State Highway Engineer

APPROVED AS TO FORM:
G E Rohde
Chief Counsel

CONTRACTOR:
Roy D. Inman Pres
D & I. Crane Ser. Inc

Executed by the Contractor in the presence of:

Part F
JSI:cr
5/22/67

Bond No. B 563182

PART F

CLEARING OF 7TH AVE.-WILLAMETTE
RIVER SECTION OF THE EUGENE-
SPRINGFIELD HWY., OAKHILL-EUGENE
SECTION OF THE SPRINGFIELD HWY.,
AND McVAY R.R. O'XING SECTION OF
THE McVAY HWY., EUGENE, OREGON.

PERFORMANCE BOND

(Demolition Contract)

KNOW ALL MEN BY THESE PRESENTS:

That we, D S L, Inc., as principal, and UNITED PACIFIC INSURANCE COMPANY, a corporation duly organized and existing under and by virtue of the laws of the State of Washington, and duly authorized to transact the business of surety in the State of Oregon, as surety, are jointly and severally held and bound unto the State of Oregon, by and through its State Highway Commission in the sum of Five Thousand DOLLARS ($ 5,000.00), for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH THAT,

WHEREAS, the principal herein has made and entered into a certain contract with the State of Oregon, by and through its State Highway Commission, a copy of which contract is annexed hereto and by this reference made a part hereof, under which contract the principal agrees to furnish certain materials and to perform certain work consisting of the demolition and removal of buildings located on the clearing of 7th Ave.-Willamette River Section of the Eugene-Springfield Hwy., Oakhill-Eugene Section of the Springfield Hwy., and McVay R.R. O'xing Section of the McVay Hwy., Eugene, Oregon;

Part F
JSI:cr
5/22/67

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such contract and shall well and truly perform all matters and things by him undertaken to be performed under said contract upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall save and hold harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employees and agents, from any claim, suit or action for direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the contract by the principal or his subcontractors, then this obligation is to be void, otherwise, to remain in full force and effect.

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Highway Commission.

Signed and sealed this 28th day of February, 19 68.

PRINCIPAL D S L, INC.
By Patsy R. Inman Sec. (Official Capacity)

Attest: ______________ Secretary

SURETY UNITED PACIFIC INSURANCE COMPANY
By E. T. Lynch Attorney-in-fact
E. T. Lynch

Countersigned:
Muriel F. Pierce
Muriel F. Pierce Resident Agent

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
FOR THE SURETY COMPANY.
INSURANCE DIVISION - DEPT. OF COMMERCE
BY Pat Payton

General files

RECEIVED
MAR 7 - 1968
FOR FI

UNITED STATES GOVERNMENT

Memorandum

Klabo

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: March 4, 1968

In reply refer to: 08-35-EC

I-105-4(115)176

7637

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: G. R. Brooks, Asst Div Engr, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197, Willamette River - Seventh Avenue Section
Southern Pacific Railroad Company

Our December 11, 1967 memorandum found satisfactory the construction agreement for the subject railroad, therefore pursuant to Mr. Young's February 9, 1968 letter you are authorized to proceed with the railroad work effective today.

In addition, as requested, the inclusion of railroad work to this project as a minor program change is approved effective today.

Copy to files - Litchfield
Orig. to Young
3/7

RECEIVED
MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 8 1968

UNITED STATES GOVERNMENT

Memorandum

FOR FILE
I-105-4(115)176
7637

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 1, 1968

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

GRBrooks

FROM : A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197
Seventh Avenue - Willametter River Bridge Section
Eugene - Springfield Highway
Eugene Water and Electric Board Utility Adjustment

We approve the agreement, as evidenced by your Staff Attorney's letter dated March 6, 1967, and the subject utility's letter dated November 2, 1967, as well as the plans and estimate transmitted with Mr. Litchfield's letter dated December 5, 1967. Reimbursement on an actual cost basis estimated to be $3,400.00 is approved.

Receipt of Mr. John Holcomb's June 5, 1967 affidavit of the company's property rights is acknowledged. The permit covering this adjustment was previously approved by this office.

Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments to be effective on that date. You were verbally authorized to proceed with actual work for the above-mentioned utility effective December 8, 1967. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

2-6-68

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECE
JAN 26 1968

FHWA FH-121 (4-67)

UNITED STATES GOVERNMENT

~~FUM~~ *Memorandum*

I-105-4(115)196
763

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 23, 1968

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

A. W. Parsons

Moehring

SUBJECT: Oregon Project I-105-4(111)197
7th Avenue - Willamette River Section
File 40469, Barnes

Right of Way Engineer D. H. Moehring's letter of January 5, 1968 and previous correspondence forwarded additional appraisal and appraisal review documentation on the Barnes acquisition. Based upon the information submitted, we will participate in a settlement that does not substantially exceed the review appraisal of $12,775 dated January 4, 1968 covering the acquisition of 635 square feet. The negotiators should consider the possibility of moving the sign at a lesser expense as outlined in previous review appraisals.

The real estate appraisals on this file were $2200, $7500, and $11,550. All of the appraisers have had difficulty in supporting their remainder values. Inasmuch as the benefit of the doubt has been resolved on the basis of the higher appraisal, every effort should be made to negotiate the file at an amount no higher than outlined in the review appraisal.

1-24-68
Orig to Moehring

Copies to Young
Maison
1-25-68

RECEIVED
JAN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 18 1968

FOR FILE
I-105-4(115)196
7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1968

SUBJECT: Sign Study Plans
7th Ave.-Willamette River Sec.
(Eugene)
Eugene-Springfield Hwy.
Lane County

To: Val H. Johnson
Traffic Control Engineer
DEPARTMENT

We are returning without signature the subject sign study plans, together with a black-and-white print indicating the comments and recommendations for this signing project.

Our principal concern is from the use of the "EUGENE" destination for westbound traffic on I-105. This destination is proposed on the sign bridge at the exit to Coburg Road. At this point the center lane is signed to Santa Clara and Delta Highway; the right lane to City Center and Coburg Road. Some half mile or more back on the highway we have signed to the motorist that he is entering the city of Eugene. Signing to Eugene at this point would be confusing with the City Center signing in the right lane. In effect, we would be signing alternate routes to the same destination.

The message we feel the motorist needs at this point is to tell him where in the city each direction will take him, and for this reason we would suggest the use of a "6th-7th Avenues" destination, or possible the use of a "West Eugene" terminology. This should be carried through to the next or Delta Highway Interchange. We note that this terminology has been used on the interchange sequence signs which are proposed for the median between the two interchanges.

We would also propose the use of a trail blazer type route signing to ORE136 on the 7th Avenue ramp. The positioning of Delta Highway and Santa Clara destinations should be reversed to conform to standard policy. The road name should be on top, particularly in this case where the road is reached before the destination is reached.

Coming in on the Delta Highway, we feel that "Coburg Road" should be replaced as a destination with "Springfield" and the positions again reversed. We feel that the further destination for the 105 route here would be of the most advantage to the motorists since the traffic flows from Delta Interchange as well as the Coburg Road Interchange and terminates at nearly the same location in downtown Eugene. The motorist coming from the Delta Highway has just passed a chance to go to the northern area served by Coburg Road via the Belt Line Highway.

RECEIVED
NOTED TOM EDWARDS
JAN 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Once again, we would suggest that an "Entering Eugene" sign be placed at the city limits. This type of signing will be requested and have to be furnished for local interests on maintenance funds if it is not provided in the original signing.

ORIGINAL SIGNED BY JAMES J. GIX

J. J. Gix
Sign Engineer

JJG:mk
attachment
cc: Tom Edwards ✓
E. S. Hunter

Porter

FORM E-123

RECEIVED
JAN 9 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(115)196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

JANUARY 5, 1968

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Subject: File 40469 - Barnes
7th Avenue - Willamette River Section
Eugene - Springfield Highway
Lane County

Dear Mr. Parsons:

Reference is made to your Memorandum dated December 18, 1967.

I believe that Mr. Brunton's revision to his appraisal and the revised Review answer all of your questions.

Will you, therefore, place this file on full participation.

Very truly yours,

G. E. Rohde
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:CES:cl
cc: R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
G. E. Rohde
M. R. Mitchell

RECEIVED
JAN 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 18, 1967

In reply refer to: 08-35.7

I-105-4(115)196
7634

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by C. J. Mathias, Div R/W Officer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(111)197
Seventh Avenue - Willamette River Section
File 40469, Barnes

Right of Way Engineer D. H. Moehring's letter of December 12, 1967 advises that a third appraisal has been secured on the Barnes file. The letter attaches a review appraisal dated December 7, 1967 which indicates that the market value of the part taken and damage to the remainder is $12,775, including signs. The report states in part, "Mr. Brunton is in basic agreement with Mr. Rodman on the effect of the taking of this property."

The Brunton appraisal indicates under Items 4, 31, 32, and on page 6a that the loss in value to the remainder property is due to the taking of the access to the property to Sixth Avenue, and also because Lawrence Street will be changed to a one-way street running south. As to Lawrence Street being changed to a one-way street running south, this appears to be a new assumption not contained in previous appraisals. Allowances of damages for this item would appear to be noncompensable, as such directional changes are a matter of police powers. We also understand that a change to a one-way street pattern is a city decision and not necessarily caused by construction of the Interstate project.

The Brunton appraisal indicates under Item 26 a sale of the subject property in March 1966 for an unknown consideration. Full information on this sale should be included in the appraisal unless it is just a recording of a contract involving a previous sale in January 1963 for $16,000.

Before Federal funds can fully participate in any settlement based upon the review appraisal of $12,775 additional support is needed as to the questions outlined above. It would seem that Mr. Brunton's appraisal should be placed upon a proper assumption which would be that the subject property would have access to Lawrence Street which is a two-way street. Then the appraisal should be reviewed in order to determine the market value of the part taken and any damages or benefits that may occur to the remainder property.

orig to Moehring 12-19-67
copy to Young 12-20-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 13 1967

FOR FILING

I-105-4(115) 176
7637

December 11, 1967

Mrs. Blanche Jensen
1050 Ferry Street
Apartment 2
Eugene, Oregon 97401

194

Dear Mrs. Jensen:

Re: Willamette River-7th Avenue Section
Eugene-Springfield Highway (I-105)
City of Eugene, Lane County

We have reviewed your letter in regard to your property at the corner of Clark and Washington Streets in Eugene and sincerely regret that there is nothing we can do about purchase of the property. As I advised you by letter of June 27, 1966, our interchange plan does not go outside of the area between Washington and Jefferson Streets in your vicinity, and we will not require your property for the construction of either the Interstate spur into Eugene or its interchange with the proposed Oakhill to Interstate 105 Section of the Florence-Eugene Highway.

In all highway construction there are properties adjacent to the facility which must put up with inconvenience during construction and, with the revised conditions following completion of the work, there is no basis on which we can deal with these people unless we actually require some of their property. We cannot collect for an increase in value or pay for a supposed loss in value due to the changed conditions.

I hope that upon completion of the project and its attendant landscaping that the picture will not be as black as you presently feel. Again, I am very sorry we are unable to purchase your property but this we cannot do unless we can show an actual need for it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

ADO:jr srb

REFERRED TO
Admin
BY SECRETARY

Eugene Ore
11-12-67

.6376
NOV 15 67

Oregon State Hwy Dept.
Salem Ore.

Dear Gentleman.

Have for the last three years written to diffent ones in the Dept. about our home. Now I am getting desperate and and writing again.

Our home is located at the corner of Washington + Clark St. That is where the grade from the bridge has gone this last summer, which they have built up higher than our house. Two streets have been shut off, so we only ~~can~~ come in on Lawrence St.

We bought the place nine years ago, is was a nice well kept neighbood, We planed on living there in retirement so put every cent we had in it, Then I worked selling Avon from door to door in the rain and snow to fix it up, wall to wall carpets, beautiful radio, remolded + painted etc. So it was a beauty spot. When they begin to work on it the dirt and noise was so ~~bad~~ even till 10:30 P.M. we had to move out, as I've suffered for years with sinus trouble, have had so many operations for it.

Then we've tried to rent it, but our second renters are now moving because of the dirt + hard for the children to go to school. Our payments are close to

hundred a month, so that is what
we had to ask in rent. We have a F.H.A.
on on it, so of course if ~~I~~ we can't
t the payments they will be having
foreclose on it, and we'll lose all we
ve in it.
ce the good neighbors have moved
t and now are renting to colored people
k, so we can't get good renters to move
er in that neighborhood.
s worried and tried to sell, borrow on it
refinance it but no one is a bit interested
fter they find out about the big grade there
The drs say my heart attacks which
I've had to go to the hospital with, or
ed from worrying + not sleeping nites, but
when you see all you own, thru no fault
of your own going, going to pieces you
can't help but worry, as I'm going to be
seventy in January.

When this road was first ~~brought~~ told to us
about three or four years ago, they had all
us property owners at the City Hall, with a
map showing our place right in the center
of the clover leaf, and told us before the
summer was over they (the State) expected
to be buying these houses, so we found a
little house on W. 8th put a 2nd loan on
our place for the down payment, to be pd
off in a year and a half, when we sold
the State ~~ours~~.

Last year they extended the loan, but
now that party has passed away, and the
heirs are going to foreclose if it isn't paid
this month.

So you see we are getting real desperate.
So if you could please see your way clear to buy now, you could keep it rented better for you could ask less rent. Then you'd have the rent until you'd need it for the rest of this Hi Way.

I do so hope you'll consider my plea as this is our only chance to keep from losing it.

You at one time made a file on this and the No is 33333. Parkhill 1-105- Sect. Eugene Florence Hiway.

Could you let me know soon so I can tell the Bank and get them to hold off

Thanking you in advance

Blanch Jensen

1050 Ferry St.
apt 2.
Eugene Ore. 97401

RECEIVED
NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

copy FC

RECEIVED
NOV 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 27 1966
FOR FILING

Corrs
R/W
Eng - Spfd Sec

June 27, 1966

Mrs. Blanche M. Jensen
485 Clark Street
Eugene, Oregon

Dear Mrs. Jensen:

Re: Willamette River-7th Avenue Section
Eugene-Springfield Highway (I-105)
City of Eugene - Lane County

Reference is made to your telephone contact with Mr. Adrian Olson of our Urban Design Section in regard to your property at 485 Clark Street.

As we explained at the public hearing and in our previous correspondence to you, we had not reached a final design in regard to the interchange between the proposed relocated Mapleton-Eugene Highway and the interstate route which is to be located between Washington and Jefferson Streets. This is still true.

At the time of the public hearing, we had a preliminary design for this interchange which indicated that if that specific route was approved by the Bureau of Public Roads and the local government agencies we would require your house. Since that time, we have gone through several design changes, and at the moment, our interchange plan does not go outside of the area between Washington and Jefferson in your vicinity and we will not require your property if this route is approved as it presently exists.

We have been advised by the Bureau of Public Roads' representative that they will be unable to consider for approval any part of this interchange complex until the current Eugene-Springfield Area Transportation Study is substantially complete, since this study may very well indicate the necessity for other or revised traffic carrying facilities in this area. The main portion of Interstate 105, from the river northerly to about 5th Street, will remain unchanged regardless of the traffic study and that is why the Bureau could give us permission to buy the right-of-way between Washington and Jefferson Streets down as far as 9th Street at this time.

The traffic study on which our design depends will probably not be completed until sometime this fall. We have no way of knowing at this time what we can expect in the way of recommended changes, if any, or how they might affect your property.

We regret the position in which you have been placed by your premature purchase of other property, but we have no way of doing anything about it with public funds until we have an approved plan which will require your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
L. R. Chandler

FORM 2-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 15, 1966

6/23

SUBJECT: Willamette River-7th Avenue Section
Eugene-Springfield Highway (I-105)
City of Eugene - Lane County

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Attached is a rough draft of a letter to Mrs. Blanche M. Jensen in Eugene for your consideration. Mrs. Jensen contacted me by telephone June 8 and outlined her problem, previously presented to us by letter of October 4, 1965. Our answer at that time had been to the effect that we would probably need her property but that we did not have an approved design.

In her telephone conversation she expanded upon her letter, stating that after our February 1965 public hearing (which showed taking her property), she found another house and made half of the down payment with the rest due about the end of July this year--assuming that we would be finalized by that time. Since we are now appraising in the area but had not contacted her, she wished to refresh our memory as to her problem and to get what information might be available as raising the other half of the down payment depends upon selling us her house at 485 Clark Street.

$18,000. very preliminary estimate of cost

Since corresponding with her in October 1965, we have had a design change which added two structures over the river instead of the loop pattern which required her house. If this new pattern is followed we will not need her property for our interchange, but quite probably would for the possible extension easterly via the "First-Fourth" route (to High and Pearl couplet) which has been shown on our interchange sheet by BPR request. No one, presumably, is ready to accept responsibility for the "First-Fourth" route either as shown on our interchange sheet or as shown in an alternate design sent in by the Eugene planners for study (also requiring her house). If we are ready to accept this route as a future responsibility we might deal with her as a hardship case, otherwise it appears that we have no course open except to send her a letter similar to the rough draft attached.

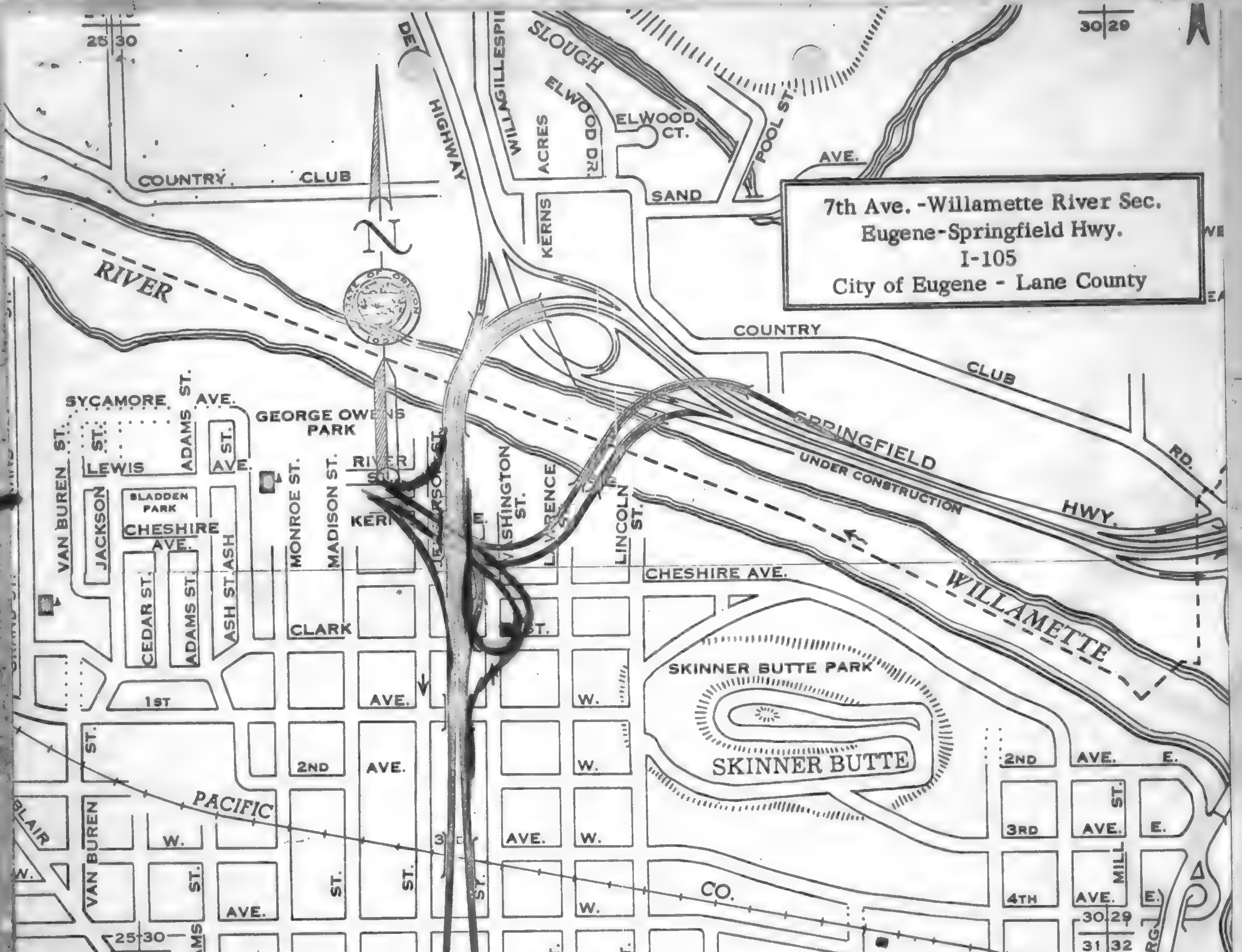
This should possibly be discussed with Mr. Edwards since he may be more aware of the planning on the "First-Fourth" route and the degree to which we will have to commit ourselves before getting BPR approval of this interchange complex.

Please advise me of your desires in this matter, including whether you wish to send an answer out of your office or from the Construction Division.

F.D. Morgan
Construction Engineer

By
A D Olson
A D. Olson
Urban Engineer

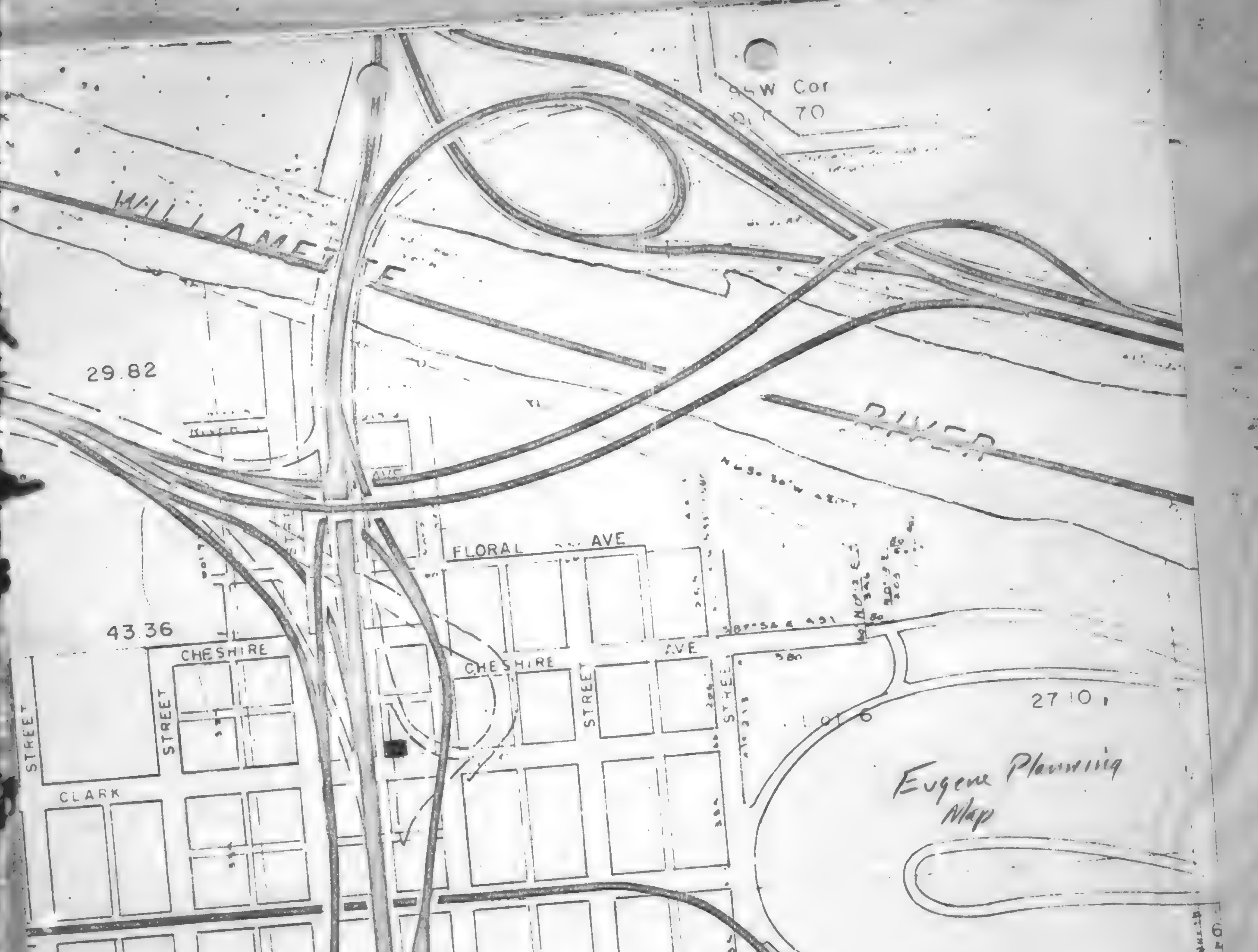
ADO:jp
Attach

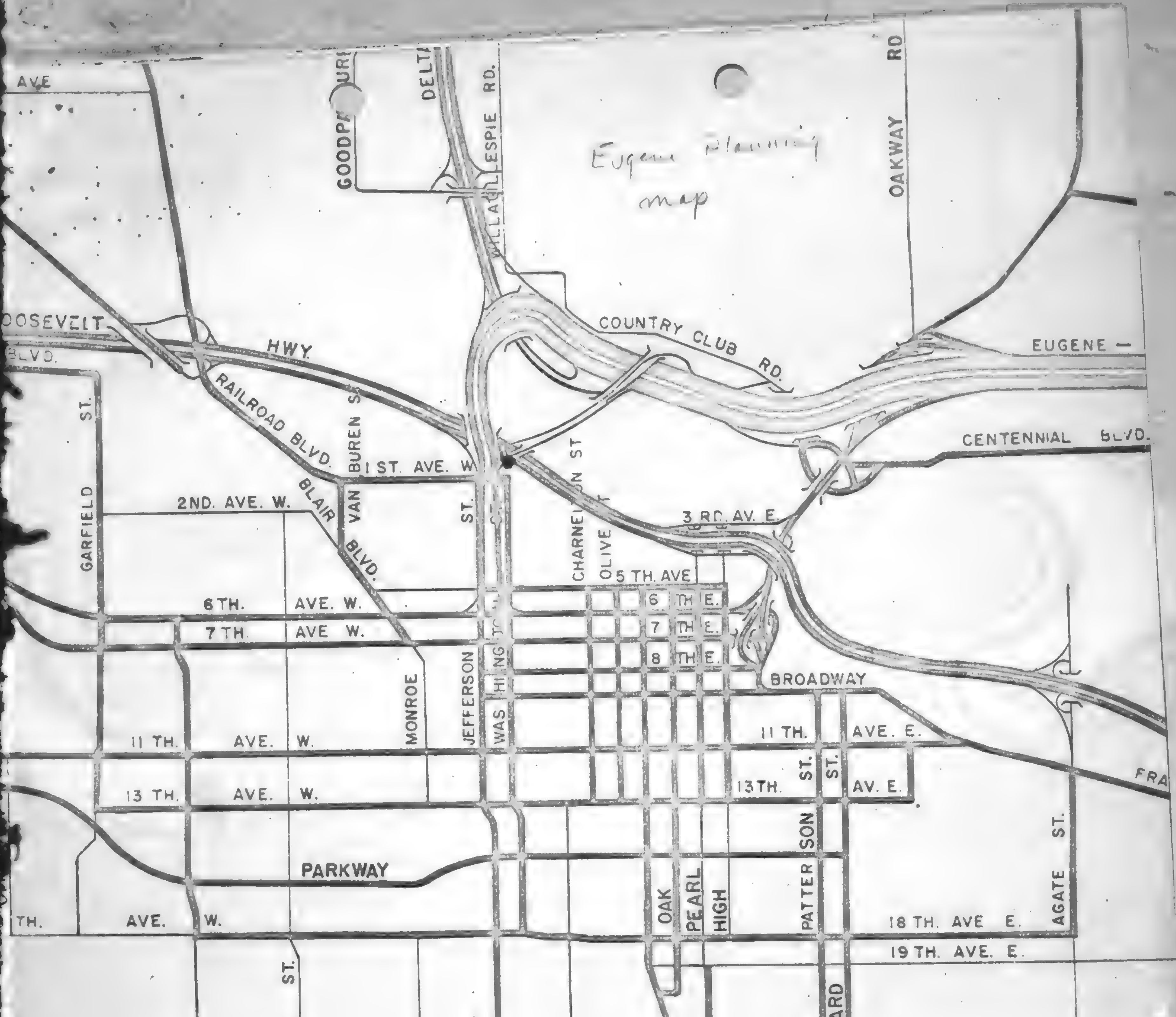

25|30
DE
HIGHWAY
WILLAGILLESPIE
SLOUGH
ELWOOD DR.
ELWOOD CT.
ACRES
POOL ST.
AVE.
SAND
30|29
COUNTRY CLUB
KERNS
N
RIVER
COUNTRY CLUB RD.
SPRINGFIELD HWY.
UNDER CONSTRUCTION
WILLAMETTE
SYCAMORE AVE.
GEORGE OWENS PARK
LEWIS
ADAMS ST.
SLADDEN PARK
CHESHIRE AVE.
VAN BUREN ST.
JACKSON
CEDAR ST.
ADAMS ST.
ASH ST.
MONROE ST.
MADISON ST.
RIVER
KERNS
JEFFERSON ST.
WASHINGTON ST.
LAWRENCE ST.
LINCOLN ST.
CHESHIRE AVE.
CLARK
1ST
1ST AVE. W.
2ND AVE. W.
SKINNER BUTTE PARK
SKINNER BUTTE
2ND AVE. E.
PACIFIC CO.
BLAIR
3RD AVE. W.
3RD AVE. E.
4TH AVE. E.
MILL ST.
30|29
31|32
COBURG
25|30
36|31
5TH AVE. E.
BLVD.
WEST
6TH AVE. E.
NO. 1W
7TH AVE. E.
8TH AVE.
FERRY ST.
M.P. 13.65 HWY. 223
M.P.123.10 HWY. 1W
BROADWAY ST.
10TH AVE. E.
11TH AVE. E.
12TH AVE.
LINCOLN
OLIVE
WILLAMETTE
OAK
PEARL
13TH AVE.

7th Ave. -Willamette River Sec.
Eugene-Springfield Hwy.
I-105
City of Eugene - Lane County

Jensen property
485 Clark
Shown in Red

approx plan shown at public
hearing shown in green


S W Cor
DLC 70
WILLAMETTE
RIVER
29.82
43.36
FLORAL AVE
CHESHIRE
CHESHIRE AVE
STREET
STREET
STREET
STREET
CLARK
27.0
Lot 6
Eugene Planning Map
SECOND
THIRD STREET
SOUTHERN PACIFIC RAILROAD
MONROE
MADISON
JEFFERSON
WASHINGTON
LAWRENCE
LINCOLN
PARKING DECK ABOVE; TRANSPORTATION CENTER BELOW
STREET
STREET
STREET
STREET


AVE
GOODPASTURE
DELTA
GILLESPIE RD.
WILLAGILLESPIE
OAKWAY RD
OOSEVELT BLVD.
HWY.
COUNTRY CLUB RD.
EUGENE
RAILROAD BLVD.
VAN BUREN ST.
1 ST. AVE. W.
CENTENNIAL BLVD.
GARFIELD ST.
2ND. AVE. W.
BLAIR BLVD.
ST.
CHARNELTON ST
OLIVE ST
3 RD. AV. E.
5 TH. AVE
6TH. AVE. W.
6 TH. E.
7 TH. AVE. W.
7 TH. E.
8 TH. E.
BROADWAY
MONROE
JEFFERSON
WASHINGTON
11 TH. AVE. W.
11 TH. AVE. E.
13 TH. AVE. W.
13TH. ST. ST. AV. E.
FRA
PARKWAY
PATTERSON
AGATE ST.
OAK
PEARL
HIGH
TH. AVE. W.
18 TH. AVE E.
19 TH. AVE. E.
POLK ST.
ST.
JEFFERSON ST.
HILYARD
WILLAMETTE
24 TH. AVE. W.
24 TH. AVE. E.
CHAMBERS ST.
FRIENDLY
LINCOLN ST.
28 TH.
29 TH AVE W.
29TH AVE E
HWY.
CREST DR.
HWY
CREST DR.

Eugene Planning map

ECEIVED
OCT 20 1965
FOR FILING

Eugene-Springfield

October 19, 1965

Mrs. Blanche Jensen
485 Clark Street
Eugene, Oregon

Re: [illegible]-Eugene Highway
Interchange, 7th Street-
Clark Street (Eugene)
Section, Interstate 105

Dear Mrs. Jensen:

This is in answer to your letter of October 4 regarding property located at the northeast corner of the intersection of Washington Street and Clark Avenue in the city of Eugene.

According to our preliminary design, your property will probably be required for right-of-way. However, we have not received Bureau of Public Roads' approval for our plan, and, without this approval, we cannot purchase right-of-way.

It is unfortunate that you have been placed in such a position but as soon as final approval has been received on a plan, and if that plan requires your property, we will be glad to deal for your holdings at the earliest possible date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. D. N. Hockering

DNS:jp erb

REFERRED TO
Admin.
BY SECRETARY

1805

OCT 5 65

REFERRED TO
KLABOE
BY ... STATE HIGHWAY ...

ugene Ore
10-4-65

Hiway Dept.
Salem Ore

Dear Sirs —

Am writing to you on a suggestion of one of your members.

My trouble is, my house is one of those picked to be used on the Washington St Hiway, connecting to the Jeffer St. Bridge.

My house is located on the corner of Wash. & Clark St, where there is to be a turn around or a clover leaf.

The last few days a couple of your men have been going up between Wash. & Jefferson telling the house owners that their houses would be going in the near future. But they haven't been on this corner, and the rumor is that the turn around would not be made for a few years.

In other words my house might not be taken for about three years.

In the mean time after

I went to the meeting you had for. us property owners at the court house, where they said my house would be going and that before summer was over with, & knowing how scarce houses here are, in the bracket I could afford (as I'm retired) I bought a small house.

I paid a small payment down, the rest to be paid after the State bought Mine

Now I'm in a bind if my house doesn't go for a few years. I'll lose the one I bought, and I can't afford that.

So one of your's men suggested I write and all when you are buying on Washington you could take mine also, as long as it has to go any way.

I would be so grateful if that could be arranged. So I wouldn't lose my other place. Thanks

Respt.

Blanche Jensen

→ 435 Clark.

RECEIVED
DEC 14 1967

UNITED STATES GOVERNMENT

Memorandum

I-105-4(115)196
7637

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: December 11, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Rma

FROM : A. W. Parsons, Division Engineer, by R. M. Arenz, Acting Div Engr
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197
Willamette River - Seventh Avenue Section
Southern Pacific Railroad Company

The Construction Agreement and Easement Indenture for the subject railroad, submitted by Mr. Litchfield's November 28, 1967 letter, has been reviewed and considered satisfactory.

12-14-67
REFERRED TO
Young - Litchfield
ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

RECEIVED
DEC 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 1 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

Const
12/1
Eug-Spfd Sec
Spec

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Construction Agreement &
Easement Indenture
7th St.-Willamette River Sec.
Eugene-Springfield Highway
Lane County

Dear Sir:

Herewith you will find one copy each of the construction agreement and the easement indenture prepared by the Southern Pacific Company covering our proposed encroachment on their property required by the above-captioned project. These documents have been reviewed by the State's Legal, Bridge and Construction Divisions and found to be satisfactory. We are now submitting them to you for your approval.

You will note with their letter of October 23, 1967, they submitted the original executed warranty deed dated October 5, 1967 conveying to the State the 13,600 square foot parcel of land. In that letter they requested $20,500 consideration for that land.

This warranty deed was unacceptable to the State for various reasons and was returned to the railroad on November 7, 1967 with a deed containing language acceptable to the State. You will find attached a copy of Mr. Sollis' letter of that date wherein he details the deficiencies of the deed as written by the railroad.

We solicit your early reply, since we intend to present these documents to the Highway Commission for execution at their meeting of December 12, 1967.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe
Tom Edwards
L. H. Young
D. H. Moehring

RECEIVED
NOV 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Attachments

F. B. KLABOE

RECEIVED
DEC 7 - 1967

FOR FILING

I-105-4(115)196
7637

7th St - Wil. R. Sec
Eug - Spf. Sec

December 6, 1967

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the December 12 meeting a construction agreement and an easement indenture with the Southern Pacific Company covering the construction of an overcrossing of its mainline tracks in Eugene and the construction of I-105.

These documents are the usual type prepared by the Southern Pacific Company for overcrossing projects and will expire one year from the date of execution by the State Highway Commission, should the project not be commenced within that time. The State is obliged to reimburse the Railroad for all expenses it incurs in connection with this project, such as preliminary engineering, track work, signal work, communications work, flagging, engineering and inspection, which are estimated to cost $28,630.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

TWL:ss fn

RECEIVED
OCT 31 1967

I-105-4(115)196
7637

October 30, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

We are forwarding two copies of revised rights-of-way plans sheet No. 2 for the Willamette River-7th Ave. (Eugene) Section, Federal-Aid Project No. I-105-4(111)197.

These revisions are made to include as right of way the complete parcel takings between 5th and 7th Ave. which was authorized by your letter of September 20, 1967. A revised project agreement estimate will be submitted in the near future to include the increase in costs of the project as a result of these additional files.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:bb

SALVAGE YARD: 4026 W. 11th AVE.

EUGENE BUILDING WRECKERS

PHONE 344-1131

ROUTE 5, BOX 1431
EUGENE, OREGON

October 17, 1967

7th ave.- Willamette River Section
Eugene- Springfield Highway
Lane County

Demolition of seven houses and filling one basement ------------$ 2,895.00

as per contract.

RECEIVED
OCT 20 1967
[illegible]

"I, Kenneth Slayton hereby certify that I am owner, Eugene Bldg. Wreckers, that I have knowledge of the above-described claim which is in the amount of my bid and accepted by the State of Oregon, and that the service herein specified has been rendered the State of Oregon as stated and that no part thereof has been heretofore paid."

Sign here Kenneth Slayton
name

STATE OF OREGON

PUBLIC WORKS CONTRACTOR WAGE CERTIFICATION

FORM 124-RE-1

Eugene Building Wreckers
4026 W. 11th
Eugene, Oregon 97401

10-19-67

CERTIFICATE FOR PERIOD ENDING 10-13-67

DESCRIPTION AND LOCATION OF WORK: Demolition Contract work 5th to 7th Avenues, Eugene, Ore.

CONTRACT NUMBER:

FOR OFFICE USE ONLY:

INSTRUCTIONS:

1. Oregon Law (Chapter 627, O. L. 1959) specifies that no payment may be made on public work contracts unless the contractor or subcontractor, or surety, provides a certificate stating the hourly rate of wages paid to the workmen; and also certifying that such rate is not below the prevailing rates for the locality. This form is required in making such certification.
2. Submit this completed form in duplicate with each request for payment.
3. List below each craft employed by you and the hourly rate paid. It is not necessary to list each employee. Supervisory and office personnel, or other workmen on regular monthly or per diem salary need not be listed.
4. Complete the affidavit on this form and have it notarized.

CRAFT CLASSIFICATION	MINIMUM RATE
Rental Equipment-Operator furnished	

ADDITIONAL SPACE ON BACK

APPRENTICE CLASSIFICATION	INTERVAL	PERIOD	MINIMUM RATE

OVERTIME PROVISIONS

AFFIDAVIT

Being first duly sworn, I hereby certify that the hourly rate of wages shown on this form was paid each classification of workmen employed by me (my principal) upon the public work project specified above. I further certify that no workmen employed by me (my principal) upon said public work has been paid less than the prevailing rate of wage or less than the minimum hourly rate of wage specified in the contract for said public work. I have read this statement and certificate and know the contents thereof and the same is true to my knowledge.

SIGNATURE: Kenneth L. Clayton   TITLE: Manager

☐ CONTRACTOR ☐ SUBCONTRACTOR ☐ CONTRACTOR'S SURETY ☐ SUBCONTRACTOR'S SURETY

SUBSCRIBED AND SWORN TO BEFORE ME

NOTARY PUBLIC: Dale D. Hill

DATED: Oct. 19, 1967

COMMISSION EXPIRES: April 7, 1970

SECTION 8, CHAPTER 627, O. L. 1959.

Before payment is made of any sum due on account of a contract for a public work, the state treasurer or the treasurer of the county, city, district, authority, public corporation or entity or of any of their instrumentalities organized and existing under charter or law, or other officer charged with the disbursement of funds applicable to the contract under and pursuant to which payment is made, shall require the contractor or his surety and every subcontractor or his surety to file a statement in writing in form prescribed by the State Labor Commissioner, certifying the hourly rate of wage paid each classification of workmen employed by him upon such public work, and further certifying that no workman employed by him upon such public work has been paid less than the prevailing rate of wage or less than the minimum hourly rate of wage specified in the contract, which certificate and statement shall be verified by the oath of the contractor or his surety or subcontractor or his surety that he has read such statement and certificate and knows the contents thereof and that the same is true to his knowledge.

Part F
JSI:cr
5/22/67

PART F

CLEARING LOTS 6, 7, 8, BLOCK 15;
LOTS 1, 6, BLOCK 11; LOTS 6, 7, 8,
BLOCK 8, PACKARD'S ADDITION TO
EUGENE, OREGON

PERFORMANCE BOND

(Demolition Contract)

KNOW ALL MEN BY THESE PRESENTS:

That we, Eugene Building Wreckers, as principal, and Fidelity and Deposit Company of Maryland, a corporation duly organized and existing under and by virtue of the laws of the State of Maryland, and duly authorized to transact the business of surety in the State of Oregon, as surety, are jointly and severally held and bound unto the State of Oregon, by and through its State Highway Commission in the sum of Five Thousand and No/100ths DOLLARS ($ 5,000.00), for the payment of which we jointly and severally bind ourselves, our heirs, executors, administrators, successors and assigns firmly by these presents.

THE CONDITION OF THIS BOND IS SUCH THAT,

WHEREAS, the principal herein has made and entered into a certain contract with the State of Oregon, by and through its State Highway Commission, a copy of which contract is annexed hereto and by this reference made a part hereof, under which contract the principal agrees to furnish certain materials and to perform certain work consisting of the demolition and removal of buildings located on the clearing of Lots 6, 7, 8, Block 15; Lots 1, 6, Block 11; Lots 6, 7, 8, Block 8, Packard's Addition to Eugene, Oregon;

Part F
JSI:cr
5/22/67

NOW, THEREFORE, if the principal herein shall faithfully and truly observe and comply with the terms of such contract and shall well and truly perform all matters and things by him undertaken to be performed under said contract upon the terms proposed therein and shall do all things required of said principal by the laws of this state and shall save and hold harmless the State of Oregon, the State Highway Commission, and members thereof, its officers, employees and agents, from any claim, suit or action for direct or indirect damages of every kind and description that shall be suffered or claimed to be suffered in connection with or arising out of the performance of the contract by the principal or his subcontractors, then this obligation is to be void, otherwise, to remain in full force and effect.

In no event shall the obligations under this bond be terminated without written consent of the State of Oregon, by and through its State Highway Commission.

Signed and sealed this 24th day of August, 19 67.

PRINCIPAL EUGENE BUILDING WRECKERS

By Kenneth Slayton (Official Capacity)

Attest: Secretary

SURETY Fidelity and Deposit Company of Maryland

By Vance McKenney - Attorney-in-fact
Vance McKenney

Countersigned: Paul A. Michaelson
Resident Agent
(Springfield Insurance Agency)

APPROVED AS TO AUTHORITY OF ATTORNEY - IN - FACT
D RESIDENT AGENT FOR THE SURETY COMPANY.
INSURANCE DIVISION, DEPT. OF COMMERCE
BY Pat Payton (COMPANY DIVISION)

Part G
JSI:cr
5/22/67

PART G

CLEARING LOTS 6, 7, 8, BLOCK 15;
LOTS 1, 6, BLOCK 11; LOTS 6, 7, 8,
BLOCK 8, PACKARD'S ADDITION TO
EUGENE, OREGON

CONTRACT

THIS CONTRACT, made and entered into this 29th day of August, 19 67, by and between the State of Oregon, by and through its State Highway Commission, hereinafter called "State", and

Eugene Building Wreckers, hereinafter called the "Contractor";

WITNESSETH:

1. The Contractor, in consideration of the sum to be paid by State in the manner and at the time herein provided, and in consideration of the covenants and agreements herein contained, hereby agrees to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, supplies, materials and labor and do all things in accordance with the Instructions to Bidders, General Provisions and Special Provisions included herewith. This contract shall bind the heirs, executors, administrators, successors and assigns of the Contractor. The Instructions to Bidders, General Provisions and Special Provisions included herewith are hereby specifically referred to and by this reference made a part hereof, and shall by such reference have the same force and effect as though all of the same were fully written or inserted herein.

2. The Contractor shall faithfully complete and perform all of the obligations of this contract, and in particular shall promptly, as due, make payment of all just debts, dues, demands and obligations incurred in the performance of the contract; and shall not permit any lien or claim to be filed or prosecuted against State. It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon.

3. In consideration of the faithful performance of all the work and other obligations under the contract, State shall pay the Contractor,

Part G
JSI:cr
5/22/67

subject to the conditions provided herein Two Thousand Eight Hundred ~~Fifty Nine~~ Ninety Five K.S. DOLLARS ($ 2,8~~59~~95.00 K.S.) in the manner and at the time herein provided.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year first above written.

This contract was approved by the Oregon State Highway Commission on Aug 29, 1967, at which time the Secretary for the Commission was authorized and directed to sign said contract for and on behalf of the Commission. Said authority is set forth in Volume 52, Page ________, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:
F B Klaboe
Assistant State Highway Engineer

APPROVED AS TO FORM:
G E Rohde
Chief Counsel

CONTRACTOR:
Kenneth Slayton
Eugene Bldg. Wreckers.

Executed by the Contractor in the presence of:
Dale D. Hill

RECEIVED
1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-105-4(115)176
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1967

Re: Traffic Signal Adjustment
7th Ave.-Willamette R. Br. Section
Eugene-Springfield Highway
Lane County

City of Eugene
Department of Public Works
City Hall
Eugene, Oregon 97401

ATTENTION: Mr. A. Gordon Wyatt
Traffic Engineer

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 24, 1967, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of October 3, 1967.

You are requested to contact Mr. Ellis Jones, Resident Bridge Engineer, 2193 East 15th Street, Eugene, Oregon 97403, Phone 342-1361, Ext. 291, prior to beginning work so that your work may be coordinated with that of the State.

Reimbursement for the work performed on and subsequent to October 3, 1967, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By: Jackson Cartwright
for T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
A. W. Parsons
L. H. Young (2)
C. H. Maison
L. E. George
L. R. Chandler
Ellis Jones
D. J. Sage
J. E. Holcomb

RECEIVED
OCT 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OCT 9 - 1967

105-4(115) 176
7637

10
1974

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON 97401

October 4, 1967

F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: 7th-Clark Section,
Interstate 105
Lane County

Dear Fred:

Unfortunately your October 2 letter concerning your authorization to purchase land between 5th and 7th, Washington and Jefferson, was too late to prevent the rezoning of the Bonnett property on 5th between Washington and Jefferson. The City Council finally adopted the rezoning ordinance on September 25.

We appreciate very much the opportunity that is afforded by this authorization and believe this is an exceedingly good move to go ahead and clear the rest of that area. Thanks for your co-operation.

Very truly yours,

Hugh McKinley
City Manager

NOTED
F.B. KLABOE

HM:d

10-9-67

REFERRED TO
Morgan - Mosberg
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 5 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 4 - 1967

FOR FILING

Const
R/W
Eugene-Spf Sec

October 3, 1967

Miss Charlene Applewhite
Route 1, Box 1172
Eugene, Oregon 97401

493

Dear Miss Applewhite:

We are pleased to inform you that the Highway Department has recently received approval from the Bureau of Public Roads to purchase all the additional properties (of which your father's shop is one) lying between Washington and Jefferson Streets in connection with the Interstate 105 route.

It is hoped this will remedy an unfortunate situation over which we had no control.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
D. H. Moehring
L. R. Chandler

DNS:jr srb

EIVED
CT 3 - 1967
R FILING

1910
1974

October 2, 1967

Mr. Hugh McKinley
City Manager
City of Eugene
Eugene, Oregon 97401

Re: 7th Street-Clark Street
Section, Interstate 305
Lane County

Dear Mr. McKinley:

This is a late answer to your letter of July 28 regarding the purchase of an additional property between 5th and 6th Streets on Interstate 305.

As soon as your letter arrived, we contacted the Bureau of Public Roads requesting purchase of all the additional properties, outside our necessary right-of-way, between 5th and 7th Streets and Washington and Jefferson. With each subsequent request to the Bureau, we expected speedy approval and so did not answer your correspondence. Unfortunately, it has taken until now to get this approval.

This is to inform you that we have had approval from the Bureau of Public Roads to purchase all additional properties bordered by 5th, 7th, Washington and Jefferson and are in the process of doing so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK1974
F. D. Morgan
L. H. Young
H. S. Cox
D. H. Moehring
L. R. Chandler

DNS:jr srb

UNITED STATES GOVERNMENT

Memorandum

[illegible] cc Moehring 9-21-67

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 20, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Oregon Project I-105-4(111)197
Seventh Avenue - Willamette River
Right of Way (Between 5th and 7th Avenues)

Based upon supplemental information furnished by Mr. Klaboe's August 25, 29 and September 11, 1967 letters, we approve the purchase of right of way indicated above. This supersedes our August 15, 1967 letter.

You are authorized to proceed with the actual acquisition under the subject project for the following parcels effective today:

40173	Applewhite	40177	Jones
40174	Beebe	40184	Ashbridge (CP)
40178	Mackey	40185 (40186?)	Bonnett

In addition you are authorized to proceed with acquisition or transfer to participating the following remainders:

40166	Kerr	40183	Wilkerson

It is understood you will submit a project agreement modification covering the above work estimated to cost about $411,000.

9-21-67
orig to Morgan
copies to Young [illegible]
Rowland

RECEIVED
SEP 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Morelock
Trout
Scott
Wills
Litchfield

RECEIVED
SEP 22 1967
CONSTRUCTION
DIVISION

REFERRED TO
Olson
Asst. Const. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Klaboe to BPR Aug. 11 '67

RECEIVED
SEP 11 1967

FOR FILING
Consent
R/W
Eng: Spf Sec

Spw

1910

September 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: 7th Street-Clark Street Section
Eugene-Springfield Highway (I-105)
Lane County

Further study has been made of the Interstate 105 interchange area in Eugene, bounded by the freeway ramps to and from 7th Street on the east and west and by 5th Street and 7th Street on the north and south.

Six ownerships presently are shown to remain in this area at an estimated right-of-way value of $411,000. Two of these ownerships are motels, one estimated at $180,000 and the other at $150,000 for a total of $330,000, a major portion of the total cost. A minor taking is being made from the first motel but none from the second. Our right-of-way people have indicated that the taking will have to be by condemnation and that an inverse condemnation is expected on the other motel and, if the usual end results can be expected, considerable damages will be paid on each of these properties since they are practically under a ramp. (One is only nine feet outside the structure edge.)

Enclosed is a portion of a map of the "4th Future Test System" for the Eugene-Springfield Area Transportation Study (E-S.A.T.S.) which is presently being worked up by the State, Bureau of Public Roads and the local governmental agencies. Indicated in this study is an extension southerly of a freeway from the presently proposed end of Interstate 105 approximately as shown on this sketch map. The present design of Interstate 105 at the interchange with 6th and 7th Streets has been predicated on such an extension southerly and the ramps were spread as presently proposed so that the future ramp gores would be as far apart as possible.

If these properties are purchased at this time, the area would be cleared and landscaped and utilized as a minor neighborhood park or attractive, landscaped open area until such time as it is needed for further extension of the freeway. This would offer an open, uncluttered area with maximum visibility and minimum confusion for the terminus of this projected high-traffic facility.

If the areas are not purchased, we can anticipate paying some portion of their value in damages, a change in use which could be detrimental to the traffic circulation pattern in an already heavily loaded area, and a greatly increased cost to the public for the future facility.

Your concurrence in purchasing the right-of-way within this interchange is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

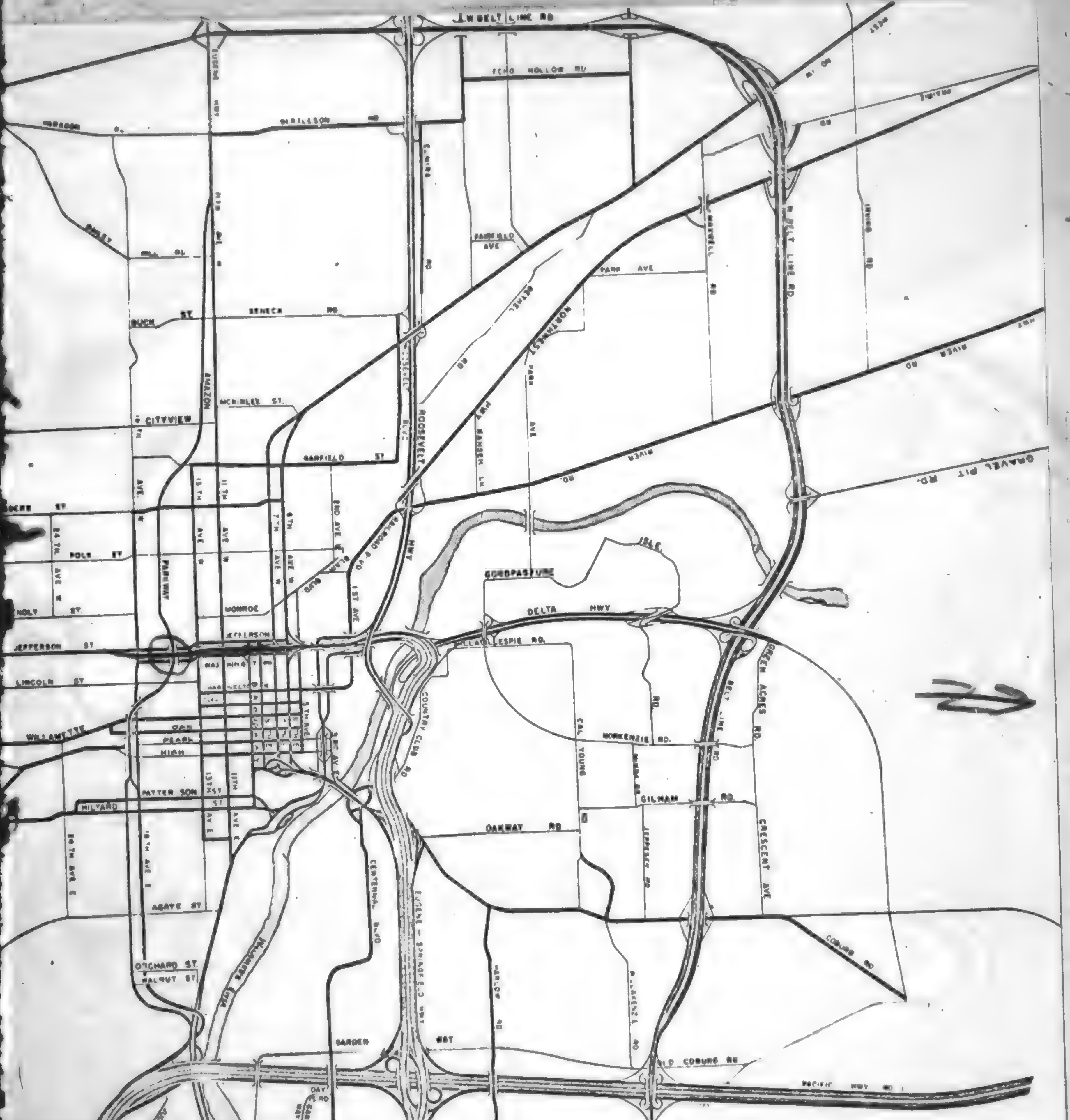
By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young - Enc.
D. H. Moehring - Enc.
L. R. Chandler - Enc.

ADO:jr srb


BELT LINE RD
ECHO HOLLOW RD
BARGER DR
BURLESON RD
BELT LINE RD
IRVING RD
FAIRFIELD AVE
PARK AVE
SENECA RD
BUCK ST
BETHEL DR
NORTHWEST EXPWY
RIVER RD
GRAVEL PIT RD
HWY
AMAZON
McKINLEY ST
CITYVIEW
GARFIELD ST
ROOSEVELT BLVD
MAXWELL RD
HANSEN LN
PARK AVE
PARKWAY
POLK ST
MONROE
JEFFERSON
JEFFERSON ST
LINCOLN ST
WILLAMETTE
WASHINGTON
OAK
PEARL
HIGH
PATTERSON
MILYARD
AGATE ST
ORCHARD ST
WALNUT ST
ISLE
GOODPASTURE
DELTA HWY
GILLESPIE RD
COUNTRY CLUB RD
COAL YOUNG RD
McKENZIE RD
GREEN ACRES RD
GILHAM RD
CRESCENT AVE
OAKWAY RD
COBURG RD
CENTENNIAL BLVD
EUGENE - SPRINGFIELD HWY
GARDEN WAY
OLD COBURG RD
PACIFIC HWY
LIBERTY ST
HENDERSON ST
STATE GAME RD
LAURA ST
CENTENNIAL
FRANKLIN BLVD
5TH ST
10TH ST
EUGENE - SPRINGFIELD

Eugene

I-105-4(115) 7th Ave.-Willamette R. (Eug.) '71
196 Sec., Eugene-Spgfld. Hwy. (Grad., pav.,
#7637 struct. & traf. control devices) #1

CIA 3281 - 2-7-67

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 25, 1964

SUBJECT: 6th & 7th Avenues (Eugene)
Lane County

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

Returned herewith correspondence and map on the subject section along with a new sketch and estimate for improving the subject streets between Garfield and Jefferson Streets.

The Traffic Division studied the problem of this section of highway assuming volumes which are expected to occur in 1968, probably when I-105 will be operating, and also assuming the Eugene-Mapleton relocation will not be open. This study showed that in 1968 either the Garfield-Jefferson Street Section will have to be widened or parking eliminated on the left side to provide three travel lanes on each street of the couplet.

An estimate has been prepared and included herewith for widening 6th and 7th streets between Garfield and Jefferson to 48 feet curb to curb. The total cost for this amounts to $240,000 which does not anticipate removal of the existing pavement.

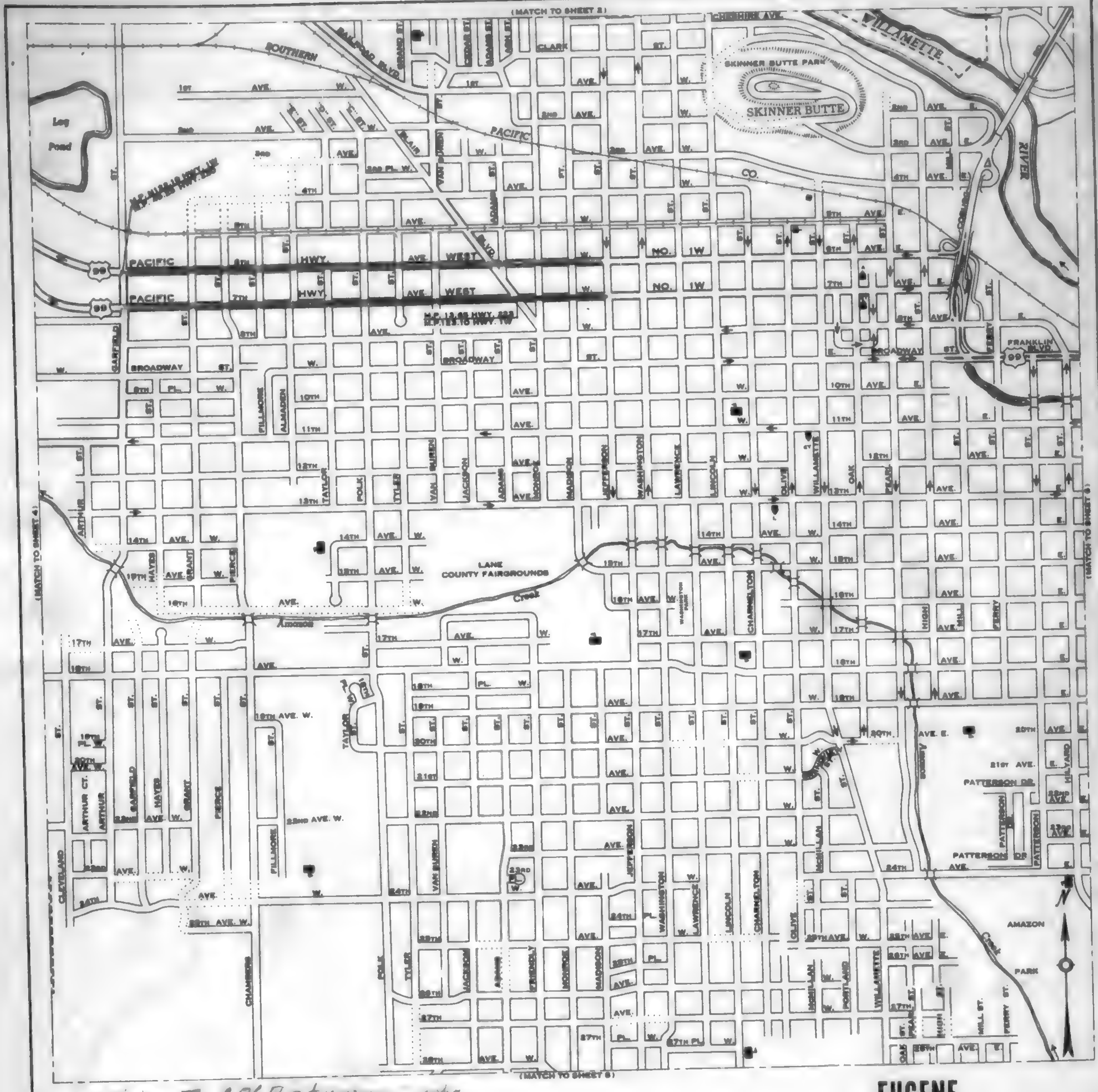
F. D. Morgan
Construction Engineer

by D. J. Barbee

D. J. Barbee
Ass't Construction Engineer

DNS:dc
Encl.

RECEIVED
NOV 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER


(MATCH TO SHEET 2)
(MATCH TO SHEET 4)
(MATCH TO SHEET 6)
(MATCH TO SHEET 8)
WILLAMETTE RIVER
SKINNER BUTTE PARK
SKINNER BUTTE
Log Pond
SOUTHERN PACIFIC CO.
RAILROAD BLVD.
PACIFIC 6TH HWY. AVE. WEST
PACIFIC 7TH HWY. AVE. WEST
NO. 1W
M.P. 13.65 HWY. 229
M.P. 123.10 HWY. 1W
BROADWAY
FRANKLIN BLVD.
LANE COUNTY FAIRGROUNDS
Amazon Creek
AMAZON PARK
PATTERSON DR.
N

Widen To 48' Between Curbs
Grade, Pave, Drain $240,000

SIGNED ROUTES

INTERSTATE
U.S.
ORE

LEGEND

Post Office
School
R R Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
--- City Limits

EUGENE

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 56,413

Scale in Feet

March 1963

SHEET 5 OF 9 SHEETS

Form E-40—20M-

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

[illegible]

Clearing & Grubbing						6000
Gen. Exc.	C.Y.	[illegible]	18[illegible]	16,500	1.75	28,875
Drain Exc.	C.Y.	[illegible]		1,930	4.00	7720
Curb Rem.	Lin. Ft.	18,700		20,500	.50	10,2[illegible]
C.B. Rem.	Ea.	36		62	25.00	1,5[illegible]
Adj. M.H.	Ea.	25		31	100.00	3,100
New C.B.	Ea.	56		62	125.00	7,750
New M.H	Ea.	8		9	275.00	2,475
8" Sewer Pip	Lin. Ft.	450		500	2.25	1,125
18" " "	" "	3200		3,520	4.75	16,720
Conc. in Curb	C.Y.	770		847	45.00	38,115
Base	C.Y.	6,915		7,600	1.75	13,300
Level	C.Y.	988		1,090	2.00	2,180
Spr.	M-Gal.	198		218	3.00	654
Agg.	C.Y.	102		112	5.00	560
RC-[illegible]	T	16		18	60.00	1,080
[illegible]	T	7.35		8	75.00	600
A.C.	T.	5,146		8,960	6.50	58,240
						200,07[illegible]
				20% ~~[illegible]~~		3[illegible]
						$240,000

FORM 2-30X—50M—12-63 54877

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 19, 1964

SUBJECT: Street Capacities
6th and 7th Avenues
Eugene
This covers west to Garfield St.

To: F. D. Morgan
Construction Engineer
BUILDING

Attn: Adrian Olson

As requested, we have made a study of capacity on 6th and 7th Avenues in Eugene. This study was based on 1968 volumes assuming that I105 would be constructed to 7th Avenue with a connection to the Junction City-Eugene Hwy. It was further assumed that the new connection to the Eugene-Mapleton Hwy would not be constructed.

Under these conditions the estimated ADT on 6th and 7th Avenues would be 14,500 vehicles on each street with peak-hour volumes of 1,500 vehicles.

These streets are 34-38 feet in width. With the present scattered parking on both sides, lane width is severely restricted. Present volumes are above capacity. If parking is prohibited on the left side of each street and the lane line set over to provide greater lane width, these streets would be operating just at capacity in 1968. Complete prohibition of parking and three-lane operation would provide optimum operation.

As a minimum, 1968 volumes will require prohibition of parking on the left or widening to [illegible] feet if parking is to be permitted.

F. B. Crandall
Traffic Engineer

VPJ:scr

CONSTRUCTION DIVISION
[illegible]
OCT 20 1964

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON 97401

September 18, 1964

Show
[illegible] estimate &
[illegible]

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Widening 6th and 7th Avenues
between High and Jefferson Streets

Dear Mr. Cooper:

The City of Eugene through action of its Common Council requests the State Highway Commission to give consideration to the widening of 6th and 7th Avenues between High and Jefferson Streets. The plan submitted for your consideration is the one which we discussed in your office and which is acceptable to both the Council and the owners of adjacent property. It should be emphasized that this is the first stage of an overall project to improve traffic flow on 6th and 7th Avenues through the City of Eugene. This first portion could be completed well in advance of the Washington-Jefferson Street interstate project. It will facilitate handling the traffic which is now using these streets and will assist in the transition which will occur when the new bridge is opened.

You will note on the plan that various sections are considered for widening and other sections are considered for parking prohibitions for an interim period. Eventual widening can be accomplished over the entire project. The cost estimates submitted herewith are very rough and were used in presenting the program to the Council. It was anticipated that a 75%-25% participation could be arranged between the State Highway Department and the City of Eugene.

Should you need any further information regarding this proposal, please get in touch with this office.

Very truly yours,

Hugh McKinley
City Manager

HM:d
cc-Pub Wks
Plans under separate cover

Porter

CONSTRUCTION DIVISION
OCT 9 1964
NOTED ☐ ☐ ☐ ☐ ☐

RECEIVED
SEP 23 1964
OFFICE OF
[illegible]

RECEIVED
SEP 23 1964
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF PUBLIC WORKS
ENGINEERING DIVISION
August 19, 1964

ESTIMATED COST

Widening 6th Avenue and 7th Avenue
from
High Street to Washington Street

I. A modified first stage of a three-stage construction plan to widen to 52 feet in width.

BASIS: A. $22.00 per lineal foot in those blocks requiring widening on both sides to a 52-foot width.

B. $15.00 per lineal foot in those blocks requiring widening on one side to a 26-foot half width.

(Unit costs developed from prior widening contracts)

SIXTH AVENUE

From	To	Length	Widening Required North	Widening Required South	Estimated Cost
High	Pearl	336	o	x	$ 5,040.00
Pearl	Oak	336	x	x	7,390.00
Oak	Willamette	336	x	x	7,390.00
Willamette	Olive	336	x	x	7,390.00
Olive	Charnelton	334	o	x	5,040.00
Charnelton	Lincoln	334	x	x	7,390.00
Lincoln	Lawrence	334	o	o	
Lawrence	Washington	334	o	o	
Washington	Jefferson	334	o	o	
				Sub-Total	$ 39,640.00

Misc:	7 intersections @ $2,000.00		14,000.00
	7 traffic signals @ $1,500.00		10,500.00
		Sub-Total	$ 64,140.00
	15% Contingencies		9,600.00
		Grand Total - Sixth	$ 73,740.00

SEVENTH AVENUE

From	To	Length	Widening Required North	Widening Required South	Estimated Cost
High	Pearl	336	x		$ 5,040.00
Pearl	Oak	336	x	x	6,000.00
Oak	Willamette	336	x	x	7,390.00
Willamette	Olive	336	x	x	7,390.00
Olive	Charnelton	334	x	x	7,390.00
Charnelton	Lincoln	334	x	x	7,390.00
Lincoln	Lawrence	334	o	x	5,040.00
Lawrence	Washington	334	o	x	5,040.00
Washington	Jefferson	334	o		
				Sub-Total	$ 50,680.00

Misc:	9 intersections @ $2,000.00		18,000.00
	9 traffic signal reconstruction @ $1,500.00		13,500.00
		Sub-Total	$ 82,180.00
	15% Contingencies		12,100.00
		Grand Total - Seventh	$ 94,280.00

SUMMARY

6th Avenue	Total	$ 73,740.00
7th Avenue	Total	$ 94,280.00
	Total Project	$ 168,020.00

Form [illegible]

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

ESTIMATE, Widen 6th & 7th St, Eugene From
Plan By City

Washington Street – High Street

[illegible]

Item	Unit	Net	Allow.	Gross	Price	Cost
Clearing & Grubbing						3780
Gen. Exc.	C.Y.	4659	1870	5132	1.75	8,981
Drain. Exc.	C.Y.	122		140	4.–	560
Driveway Rem.	Sq.Yd.	720		800	.75	600
Curb. Rem.	Lin.Ft.	8,806		9,700	.50	4,550
C.B. Rem.	Ea.	37		41	25.–	1,025
New. C.B.	Ea.	37		41	125.–	5,125
Adj. M.H.	Ea.	108		120	100.–	12,000
8" Sewer pipe	Lin.Ft.	450		500	2.25	1125
Conc. in Curbs	C.Y.	295		330	45.00	14,850
Base	T.	3,770		4,152	1.75	7266
Level	T.	780		860	2.00	1720
Sprinkling	M-Gal.	87		96	3.–	288
Agg. in Bind	C.Y.	50		55	5.00	275
Rc-250 "	T.	7.7		8.5	60.–	510
Asphalt in Tack	T.	1.1		1.2	75.–	90
A.C.	T.	2627		2,890	6.50	18,785
						$83,800
				Engr. & Cont.	20%	16,200.
						$100,000.
Revise Traffic Signals (From Traffic Dept.)						70,000
						$170,000

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY DEPARTMENT

ESTIMATE

Widen 6th & 7th Streets, Eugene To [illegible]
Removal of Old Pavement To Eliminate Excessive Crown
Jefferson St. To High St.

Oct. 1, 1954

Item	Unit	Net	Allow.	Gross	Price	Cost
Clearing & Grubbing						10,000
Gen. Exc.	C.Y.	29,888	1070	32,500	1.75	56,875
Drain Exc.	C.Y.	150		165	4.00	660
Pavement. Rem.	Sq.Yd	34,503		37,950	.70	26,565
Curb Rem.	Lin.Ft.	14,272		15,700	.50	7,850
Driveway Removal	Sq.Yd	1200		1320	.75	990
Catch Basin Rem.	Ea.	45		50	25.00	1250
Adj. M.H.	Ea.	108		120	100.00	12,000
New. C.B.	Ea.	45		50	125.00	6,250
8" Sewer Pipe	Lin.Ft.	550		600	2.25	1,350
Conc. in Curbs.	C.Y.	477		525	45.00	23,625
Base	T.	29,918		32,900	1.75	57,575
Level	T.	4,415		4860	2.00	9,720
Sprinkling	M-Gal.	648		720	3.00	2,160
Agg. in Binder	C.Y.	335		370	5.00	1,850
RC-250 in Binder	T.	52		60	60.00	3,300
AC.	T.	10,023		11,030	6.50	71,695
						294,015
			Engr. & Cont.		20%	58,985
						$353,000
Revise Traffic Signals (From Traffic Dept.)						70,000
						$423,000

VOID —

Based on complete throw away of existing.

ADO.

RECEIVED
NOV 1 6 1964
FOR FILING

I-105-4(115)176

7637

November 13, 1964

Mr. Emerson Brickey
70 West Sixth Street
Eugene, Oregon

Re: Willamette River-Seventh Street
Interstate 105 - Eugene
Lane County

Dear Mr. Brickey:

This is in reply to your letter of November 6 requesting information on property between Washington Street and Jefferson Street, one block north of Cheshire Street.

Our present plans would require this property; however, until a public hearing has been held on the project, nothing can be finalized and we cannot purchase rights of way. We hope this public hearing can be held within the next few months so that we may finish our plans and carry the project through to completion.

We appreciate your interest and believe this problem will be resolved in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan

ADO:JP: ajw

CONSTRUCTION DI
RECEIV
NOV 9 1964
NOTED-☐ ☐ ☐
CE ACE A

70 W 6th St
Eugene, Ore.
Nov. 6, 1964

Dear Sir:

I have a land sales contract on a piece of property at 140 North Washington St. Eugene Ore. This property is approximately one block north of Cheshire street and lies between Washington and Jefferson Sts. I was wondering if you could tell me if this property will be taken by the new bridge approach to be built in this area.

Yours very truly,

Emerson Brickey

ECEIVED
SEP 4 - 1964
FOR FILING

105-4(115) 196
7637

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1964

SUBJECT:

To: MEMO TO FILE

On this date, a conference was held with Hugh McKinley, City Manager of Eugene, and Donald Gilman, City Engineer of Eugene.

The subject under discussion was the improvement of 6th and 7th Streets to provide for additional travel lanes and for turning lanes at intersections. Mr. McKinley displayed a plan which involved widening by setting back of the curbs for a 10- or 12-block section and the removal of considerable parking. It was Mr. McKinley's thinking that ultimately all of the parking could be taken off these two streets. The cost of the project was estimated at $165,000 and Mr. McKinley proposed a 75% State-25% City project. I told him that the proposal seemed to have merit and requested that he send a map and details to us, which he stated he would do.

Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
MAY 4 - 1964
FOR FILING

-105-4(115) 196
7637

CITY OF EUGENE
DEPARTMENT OF PUBLIC WORKS
EUGENE, OREGON, 97401

May 1, 1964

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Shaw:

Reference is made to your file #33337 and #33338 dated April 23, 1964 notifying the City that you cannot legally pay assessment notices #4314 and #4318 for the paving of Clark Street adjacent to your parcels of property.

The City of Eugene will not levy the proposed assessment at this time; however, should there be a change of plans and this property reverts to other than right-of-way use, the City reserves the right to request payment of said paving charges.

Very truly yours,

Donald P. Allen

Donald P. Allen, Director
Department of Public Works

DPA:jd

NOTED
LLOYD P. SHAW

RECEIVED
MAY 4 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1964

FOR FILING
105-4615 196
7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1964

SUBJECT: Files 33337 and 33338
First Avenue-Coburg Road Section
Eugene-Springfield Highway

To: Mr. Earl F. Saling
OFFICE

In view of Mr. Shaw's letter of April 23, 1964, concerning subject files, correspondence on this matter is being returned for your files.

R M Allison
R. M. Allison, Field Engineer
County and City Division

RMA:mm
Att.

cc: L. P. Shaw ✓

LLOYD P. SHAW

RECEIVED
APR 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1964
FOR FILING

I-105-4(115) 196
7637

April 23, 1964

Mr. Thomas Beaty
Recorder-Treasurer
City of Eugene
Eugene, Oregon

Re: File Nos. 33337 and 33338
Sixth and Seventh Complet.-
Willamette River Section
Interstate Route 105
City of Eugene - Lane County

Dear Mr. Beaty:

We have received Notice of Proposed Assessment Numbers A314 and A318 for the paving of Clark Street adjacent to two parcels of property which were purchased for right of way for the proposed interstate connection into the City of Eugene.

Our Legal Department advises that under existing statutes we cannot pay such assessments on State property unless the property benefits from the improvement, such as work adjacent to a maintenance station, surplus property which will be sold, et cetera.

The paving of Clark Street adjacent to our right of way will in no way benefit the properties in question; therefore, we cannot pay the proposed assessments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Morgan
E. F. Seling
M. S. Cox

ADO:jp: ajw

[illegible] 237

May 27, 1963

City of Eugene
Department of Public Works
Eugene, Oregon

Attention: Mr. Donald E. Gilman

RE: Clark Street-7th Street Section
Interstate Route 105

Gentlemen:

In reply to your letter of May 20 in regard to coordination of design details of our future "Washington-Jefferson" connector with your paving job on Clark Street, we wish to advise you to go ahead with your plans for a June 8 letting.

Our plans are indefinite in this area, having been referred to the Washington, D. C. office of the Bureau of Public Roads for a policy decision. Until the situation is clarified no specific plans will be made.

We would be interested in a set of your final plans when available so that we may use them in our future planning.

Very truly yours,

Forrest Cooper
State Highway Engineer

By [illegible] Morgan
F. D. Morgan
Construction Engineer

ADO:jp:fp

cc R. L. Porter
L. P. Shaw
H. S. Cox

CD

PB
D

E

CITY OF EUGENE
DEPT. OF PUBLIC WORKS
EUGENE, OREGON

May 20, 1963

NOTED
Harold C. Ayers

~~Mr. C. G. Swenson, Engineer~~
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The City of Eugene is planning to pave Clark Street from Lawrence Street to Adams Street this summer. Since this project will cross the proposed route of the Washington-Jefferson connector, we would like to know if there are any design details which we should take into account in order to better coordinate the two projects. I am sure any information which you can supply will be very helpful.

We are hoping to advertise for bids by June 8 and your early attention would be greatly appreciated.

Very truly yours,

D. E. Gilman

Donald E. Gilman
City Engineer

DEG:jd

REFERRED TO
Pinkee
By Construction Engineer

Olson answering

RECEIVED
MAY 21 1963
ENGINEER
COUNTY & CITY DIVISION

R B P 11/08

ECEIVED
APR 14 1965
FOR FILING
I-105-4(115)176
7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 3, 1963

SUBJECT:

To: MEMO TO FILE

A meeting was held in my office, this date, with Mr. Hugh McKinley, Mr. Howard Buford, and Mr. Dan Allen from the Eugene area. The following items were discussed:

(1) The improvement of 6th and 7th Streets to provide for three or four lanes of moving traffic. I stated that the Highway Department would probably be able to cooperate in this matter if the City would take the initiative and eliminate parking in the area to be improved and contribute to the cost of the project, probably on a 25-75 basis. I was informed that the Eugene group would discuss this and give us their ideas by letter.

NOTED
L PORTER

(2) A discussion was had of a possible connection on the left bank of the Willamette River to the projected freeway northerly of Clark Street. The group left the plan which would appear to have considerable merit, some disadvantages, and what appears at the moment to be an impossible cost. Mr. Porter: Please discuss this matter with me so that we may determine how to proceed.

(3) A discussion was had of the 6th-7th Street connections at the southerly end of the Interstate Freeway. The Eugene group was not happy with our tentative plan for the connections and I am of the opinion that we should take another look. Mr. Porter: Please discuss with me.

(4) Several questions were raised in connection with the continuing study of the plan for the Eugene traffic system, which I believe I answered. Mention was made of the committee that had been established to guide this study. They

NOTED
TOM EDWARDS

requested that a successor be appointed for Mr. Head who was the highway representative and that this person contact Jerry Attig with the idea of setting up a meeting to establish the ground rules for the continuation of the committee's activities. Mr. Porter: Please take care of this.

5. A discussion was had re the "Amazon Freeway" and an extension from 6th and 7th Streets southerly along Washington and Jefferson Streets to about 15th Street. I told the group that I felt that this was outside of our financial participation and they agreed.

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

RECEIVED
JUN 5 - 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-105-4(115) 196
71.37

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 27, 1963

City of Eugene
Department of Public Works
Eugene, Oregon

RE: Clark Street-7th Street Section
Interstate Route 105

Attention: Mr. Donald E. Gilman

Gentlemen:

In reply to your letter of May 20 in regard to coordination of design details of our future "Washington-Jefferson" connector with your paving job on Clark Street, we wish to advise you to go ahead with your plans for a June 8 letting.

Our plans are indefinite in this area, having been referred to the Washington, D. C. office of the Bureau of Public Roads for a policy decision. Until the situation is clarified no specific plans will be made.

We would be interested in a set of your final plans when available so that we may use them in our future planning.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

ADO:jp:fp

cc R. L. Porter
L. P. Shaw
H. S. Cox

NOTED
LLOYD P. SHAW

RECEIVED
MAY 27 1963
OFFICE OF
STATE HIGHWAY ENGINEER

CITY OF EUGENE
DEPT. OF PUBLIC WORKS
EUGENE, OREGON

May 20, 1963

NOTED
Harold C. Ayers

~~Mr. C. G. Swenson, Engineer~~
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

The City of Eugene is planning to pave Clark Street from Lawrence Street to Adams Street this summer. Since this project will cross the proposed route of the Washington-Jefferson connector, we would like to know if there are any design details which we should take into account in order to better coordinate the two projects. I am sure any information which you can supply will be very helpful.

We are hoping to advertise for bids by June 8 and your early attention would be greatly appreciated.

Very truly yours,

D. E. Gilman

Donald E. Gilman
City Engineer

DEG:jd

RECEIVED
MAY 21 1963
ENGINEER
COUNTY & CITY DIVISION

NOTED
LLOYD P. SHAW

RECEIVED
APR 14 1965
FOR FILING

I-105-4(115)196
7637

Salem, Oregon
May 21, 1963

Interstate Highway 105
Eugene - Lane County
Clark Street-Seventh Street

Mr. F. D. Morgan
Construction Engineer
Building

Attention: D. J. Barbee

Attached is a Bureau of Public Roads's rejection of certain items proposed on the attached plan of the subject section.

I feel you can refute the Bureau's position regarding ramp width in paragraph four. These volumes through signals are excessive without storage.

The weave objected to in the third paragraph is objectionably short; however, if the Traffic Division can show a substantial volume of through traffic entering southbound lanes from First, it still might get by. The converse would apply to the other rejected ramp.

An alternate, and costly, solution would be to bring the southbound exit destined for Sixth Street off the freeway near Clark and carry it over the First Avenue entrance on a separate structure. The northbound ramp would have to separate from the freeway near Seventh, thus forming an objectionable "double exit"; neither would provide short haul crossings over the railroads.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachments

477 Cottage Street N.E.
Salem, Oregon

May 15, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Interstate Route 105 from Willamette River South
to Sixth and Seventh Avenues, City of Eugene

We have received and reviewed your proposed plan for subject section, transmitted to this office March 9, 1963.

Our review of the plan has revealed several objectionable features which will cause serious operational problems, and we wish to comment as follows:

The distance between the First Avenue on-ramp and Sixth-Seventh off-ramps offers an effective weaving distance of about 600 feet, substantially less than the minimum necessary, assuming 30% of the vehicles entering on First Avenue and leaving at Sixth-Seventh. Even more serious operational problems could result from the secondary weaving required by traffic making the split for Sixth and Seventh Avenues. The conflicts inherent in a two-lane off-ramp design also complicate this problem.

It is the Bureau's recommendation that the southbound on-ramp from First Avenue, and the northbound off-ramp to Clark Street be eliminated from the proposed plan. It is further recommended that the design of the off-ramps into Sixth and Seventh Avenues be changed to a single lane exit ramp and that the on-ramp from Sixth and Seventh Avenues be changed to a single lane entrance ramp.

The local traffic needs of the area have been the subject of a substantial amount of discussion by the Technical Committee during development of the Eugene-Springfield transportation plan. There has been general agreement that a separate detailed study of this problem is desirable before construction on the local system is begun.

The southbound off-ramp into Clark Street and the northbound on-ramp from First Avenue will be necessary for the future routing of US 126 as requested by the local authorities.

RECEIVED
MAY [illegible] 1963
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan

NOTED
LLOYD P. SHAW

RECEIVED
MAR 7 - 1963

FOR FILING

Genl
I-105-4(115) 76
Eug. 7637 [illegible]

March 6, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Interstate Route 105 from Willamette River South to Sixth and Seventh Streets

Dear Sir:

Enclosed are five copies of our proposed plan for the subject extension of Interstate Route 105 in Eugene. Depicted on the enclosed drawings are the connections which are desired by the City of Eugene and Lane County.

Personnel in your office have indicated that the connections to First Avenue and Clark Street are undesirable and would not be approved. We have reached a stalemate in our negotiations with the local governmental agencies, as it is their desire to have some sort of connection to the local street system in the area north of the railroad tracks and south of the Willamette River.

Interstate Route 105 is a penetrating spur which has been designed to serve the local needs. If connections at First Avenue and Clark Street are eliminated, the projected traffic load on Sixth and Seventh Avenues becomes too large to be adequately handled from a traffic capacity standpoint. The problem we are faced with in this design is a matter of distributing the traffic load over the existing street system so as not to overtax any particular local facility.

It is my recommendation that the enclosed plan be approved so that we may proceed with the project as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

GKA:jp: ajw

Enc.
cc Forrest Cooper
R. L. Porter
F. B. Morgan
L. H. Young
G. M. Maison

RECEIVED
JAN 25 1963
FOR FILING

I-105-4(105)196
E-49637

477 Cottage Street N.E.
Salem, Oregon

January 21, 1963

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon PE Project I-105-4(103)195
Clark - 7th Street Section
Interstate 105, Eugene

Our April 1, 1959 authorization memorandum on the Jct. I-5 to Clark Street project of I-105 was limited to the development of preliminary plans. On August 24, 1962 a PR-9 was approved extending I-105 from Clark to 7th Street, and at this time $15,000 was set out for preliminary engineering on the extension. Our April 1, 1959 limitation continued in effect, so in order that our records may reflect the limitation imposed, your advice is requested as to the estimated cost of this work specifically authorized.

The balance of the $15,000 programed which apparently covered the remaining work will be deobligated. Your submission for approval of the specific final location and intermediate control points as per our August 30, 1962 memorandum and subject to the findings of the public hearing should include a request to proceed with the preparation of construction plans (PS&E), at which time this amount will again be posted as an obligation.

Should your program submission be intended to cover only the development of preliminary plans, please so advise this office.

A brief summary, submitted at the time of the survey approval map, giving a resume of the coordination planned or completed between local agencies and the State on urban planning activities would be highly desirable. Although urban planning coordination has the greatest priority, consideration of other planning activities of public and private agencies for regional development, recreational development, water resources development, and other similar planning actions should be observed accordingly.

RECEIVED
JAN 22 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Copy To Young
1-25-63

RECEIVED
OCT 16 1962
FOR FILING

COMMISSIONERS
G[illegible] JA[illegible], [illegible]MAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

Contd [illegible]
105-4(115) 196
7637[illegible]

October 12, 1962

Southern Pacific Company
Union Station
Portland 9, Oregon

Re: 7th Street-Clark Street Section
Interstate Route 105

ATTENTION: Mr. A. W. Kilborn

Gentlemen:

This is in answer to your letter of October 3rd regarding this section.

The prospectus map to which you refer is merely a sketch for the purpose of locating the project which is to be studied and is very subject to change. Whether or not the railroad grade crossings at Washington and Jefferson Streets will be eliminated depends upon our final design. At this early stage we are not in a position to know what plan will meet final approval or whether or not the railroad grade crossings will be eliminated.

As to the time table on construction of this section, it is anticipated some time in 1963.

Very truly yours,

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

DNS:jp:bjh

cc: G. S. Paxson
R. L. Porter

RECEIVED
OCT 12 1962
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

2-62 8-2660

Southern Pacific Company

UNION STATION, PORTLAND 9, OREGON

IN REPLY PLEASE REFER TO

A. W. KILBORN
SUPERINTENDENT

October 3, 1962

322

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem 10, Oregon

Attention: Mr. G. S. Paxson
Deputy State Highway Engineer

Dear Sir:

Your letter August 28, 1962 regarding 7th Street-Clark Street Section Eugene-Springfield Highway in Lane County:

Prospectus map which accompanied your letter would appear to indicate that Washington and Jefferson Streets would be closed across railroad and connected by an extension of 3rd Avenue which would pass beneath Freeway Overpasses.

Please confirm or correct this understanding.

If possible, would appreciate advice as to when you plan on construction of these overcrossings.

Yours truly

A W Kilborn

NOTED
G. S. PAXSON

Copy to K Sabold
10-8

RECEIVED
OCT 4 1962
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
EP 17 1962
FOR FILING

(105-4(115-)196
[illegible]
7637 [illegible]

Salem, Oregon
September 13, 1962

Request for artist's
drawing - 7th Street-Clark
Street Section, Eugene

MEMORANDUM TO FORREST COOPER:

Don Wyant, reporter of the Eugene Register-Guard, called this date requesting an artist's drawing or some type of drawing of the 7th Street-Clark Street Section of the penetrating spur I-105 into Eugene.

After checking with Mr. Burton, who advised me that there was no agreement with the Bureau, I told Mr. Wyant that we did not have anything of this nature to release at this time.

I advised Mr. Wyant that as soon as there was something which could be released we would make it available to him.

Victor D. Wolfe
Administrative Assistant

VDW:mo

cc G. S. Paxson
R. L. Porter
Frank Morgan

FORM CD-121

RECEIVED
AUG 31 1962
FOR FILING
4(115)126
7637

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: August 30, 1962

Young
Morgan

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. [illegible] Parsons, Division Engineer
08-35.2DA Salem, Oregon

SUBJECT: Oregon P.E. Project I-105-4(103)195
Clark-7th Street Section

Mr. Morgan's August 23, 1962 letter furnished a copy of your location prospectus for the subject project. You were authorized to proceed with this preliminary engineering work on August 24, 1962.

Cross section elements as proposed are considered to be satisfactory subject to the understanding that the reason for selection of Portland Cement Concrete pavement will be fully documented later on your "Project Base Design" sheet.

Geometric features of the Sixth and Seventh Avenue connection will be subject to our later review on submission of the preliminary layout sheet.

An interchange at Clark-First Avenue does not appear to be warranted. Furthermore, since an additional access point not included in the 1961 Interstate Estimate would be involved, final action would have to be made by our Regional office based on justification which you should furnish to support your views.

We agree that location of the route as shown in the arterial highway proposals of the cooperative report "Highway Study" and your prospectus map should be presented at the public hearing as the recommended route. After evaluation of the information to be developed at the public hearing is made and a transcript with the usual certification is furnished, three copies of a survey approval map should be furnished to this office for our final action on the specific location and new intermediate control point at Sixth and Seventh Avenues.

RECEIVED
AUG 31 1962
OFFICE OF
STATE HIGHWAY ENGINEER

original To Morgan
copy To Young
8-31-62

8 23 62

ECEIVED
UG 23 1962
OR FILING

IC5-4(115)196

7637

LOCATION PROSPECTUS
7TH STREET-CLARK STREET SECTION
EUGENE-SPRINGFIELD HIGHWAY
LANE COUNTY

The following prospectus is submitted concerning the above mentioned section of the Eugene-Springfield Highway which is a State Secondary Facility on the Federal Aid Interstate Route 105. The sourtherly terminus is at the intersections of Washington-Jefferson Street Couplet and 7th Street. The northerly terminus is at Clark Street which is the beginning of the Washington-Jefferson Street Couplet --Coburg Road location. Total length of project is 0.65 mile.

This will be a location survey to prepare plans, specifications and estimates for grading, paving and structures on new alignment as an extension of Interstate Route 105 to the existing 6th and 7th Street Couplet. The entire project lies within the urban limits of the City of Eugene.

The general route follows the proposed inner belt system covered by the Industry and Transportation Study--Eugene-Springfield area, published December 1961. This project lies within a zone used in the 1951 O-D survey prepared by this department. Further studies will be made to correlate this project with north-south traffic movement recommended in the Industry and Transportation Study.

The proposed route beginning at 7th Street runs north between Washington and Jefferson Streets over 6th Street on structure, over 5th Street on structure with clearance for the O.E.R.R., severs 4th Street on fill, over the S.P.R.R. on structure, over 1st Avenue on structure and over Clark Street on structure to tie to the previous Washington-Jefferson Street Couplet--Coburg Road survey. Soils investigations will be conducted. Special drainage studies will be conducted where required.

The projected 1975 ADT is 40,000. This will be a class A(f) highway with maximum grade and curvature of 5 per cent and 8 degrees respectively. The typical section will conform to Interstate standards with four 12-foot travel lanes with curbed 10-foot shoulders on the main line tapering into 6-foot shoulders on accelleration and decelleration lanes. Travel ways will be separated by a minimum 8.4 median. Deviations from State and Federal Standards are not anticipated.

The rise and fall and central angle data is not available at this time; however, they will be determined during the survey.

This will be a freeway with no direct access to the highway or connecting interchange legs. A determination will be made during the survey to provide access via interchange legs to designated public road and streets. There will be two separated railroad crossings and no stream crossings.

NOTED
FORREST COOPER

The tentative base design for construction is:

	Main Line	Legs
Paving	8" PCC	4" AC
Top Course, Base	2" Lev	2" Lev
Bottom Course, Base	7" Coarse Base	15 1/2" Coarse Base
Total Depth	17	21 1/2"

(Base design is subject to change upon completion of soils investigation.)

The paving will be done in stage construction with an additional topping of 1 1/2 inches of asphaltic concrete being applied at a future date when conditions warrant.

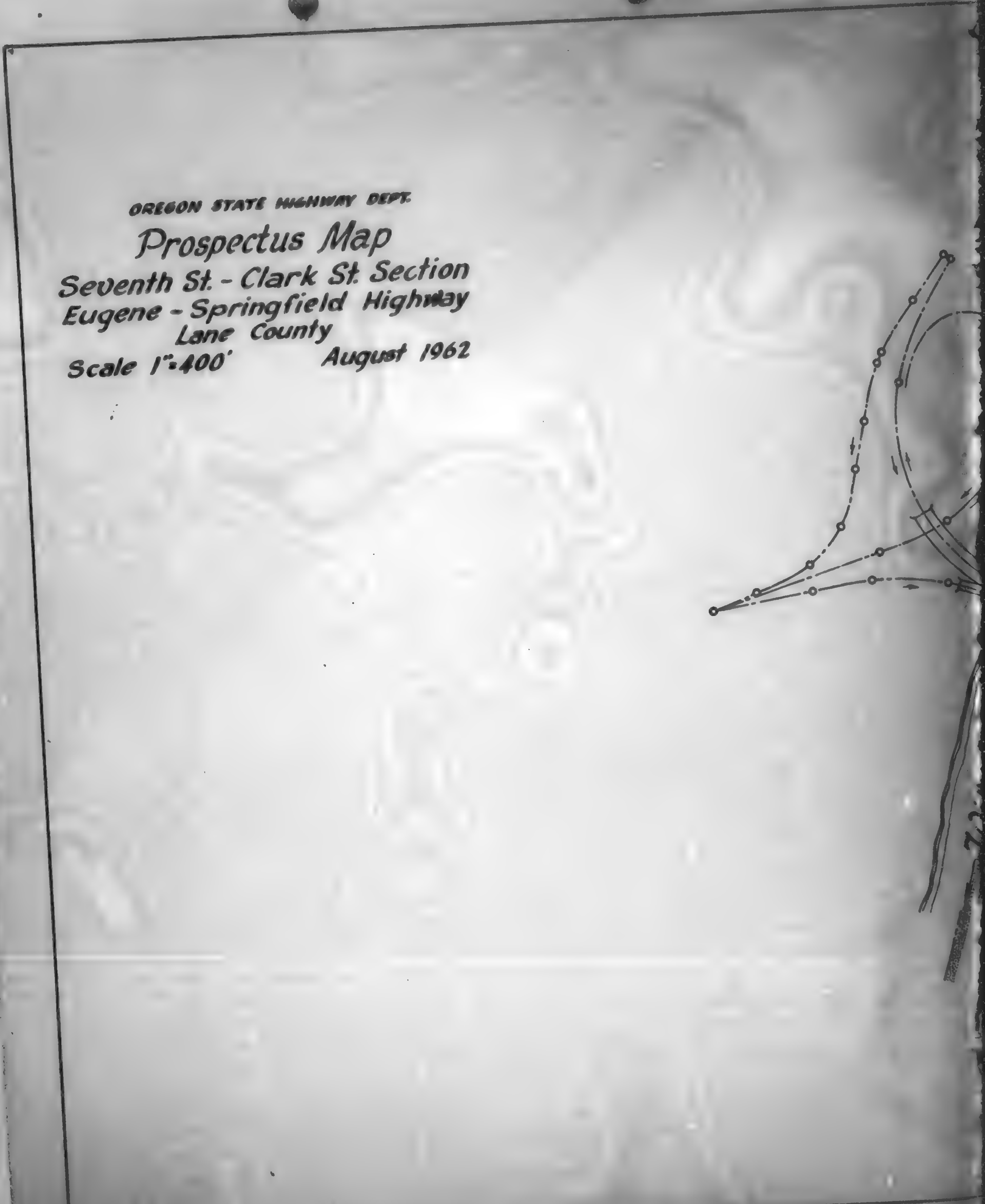
Materials are available from local commercial and State sources.

Agreements will be required with the City of Eugene, Lane County and Public Utilities.

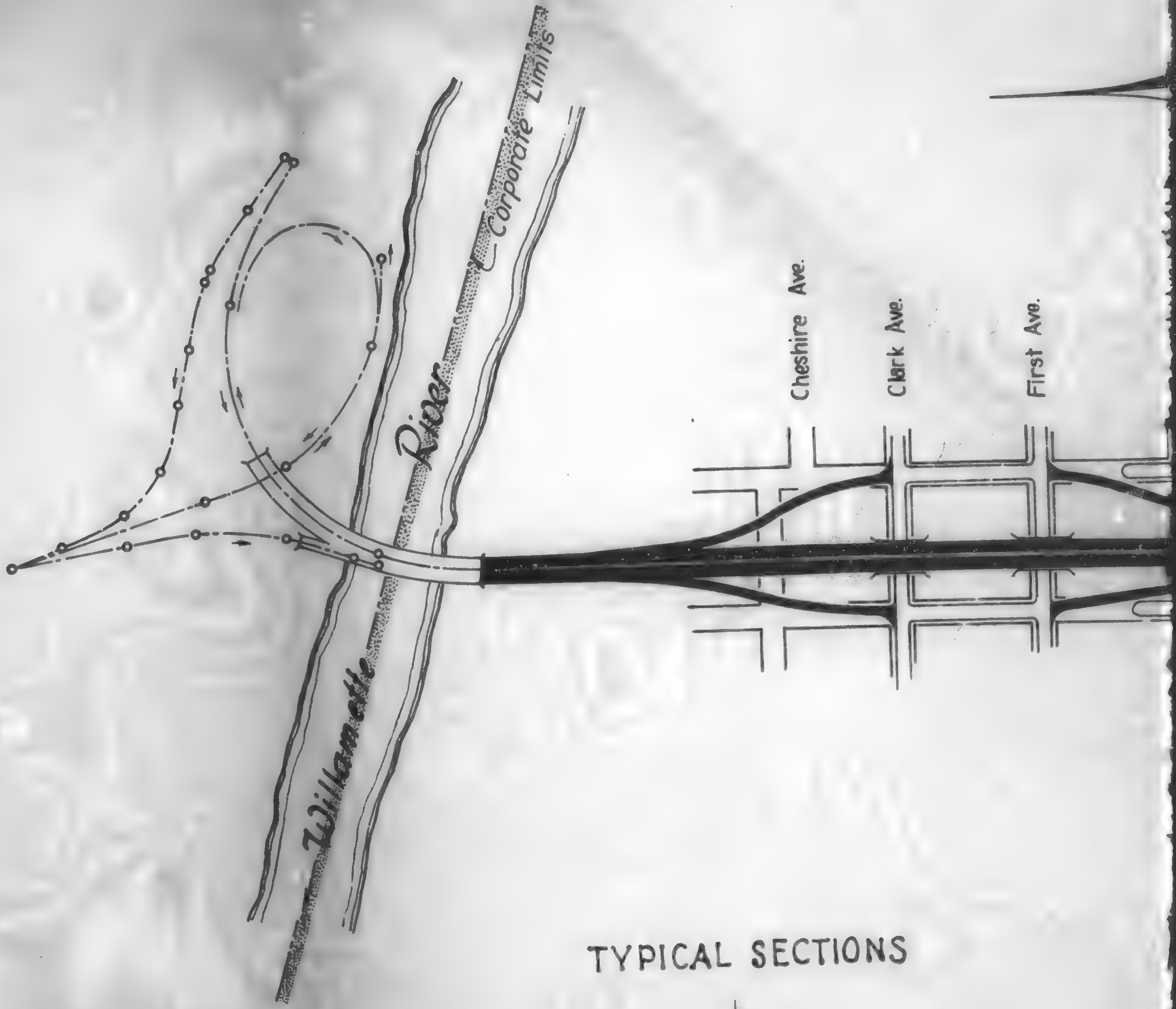
There are no State parks or roadside rest areas affected.

August 23, 1962
Attachment
cc: Forrest Cooper
G. S. Paxson (2)
R. L. Porter
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
G. K. Attig
R. C. Blensly
H. S. Cox
F. B. Crandall
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
F. B. Klaboe
Ivan Merchant (3)
J. W. Nash
Carl Plog
Fred Sugnet (2)
Walter T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

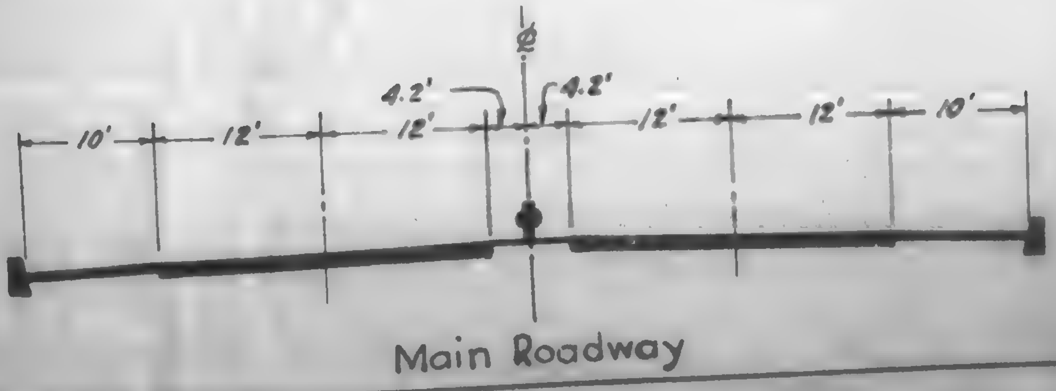
RECEIVED
AUG 27 1962
OFFICE OF
STATE HIGHWAY ENGINEER

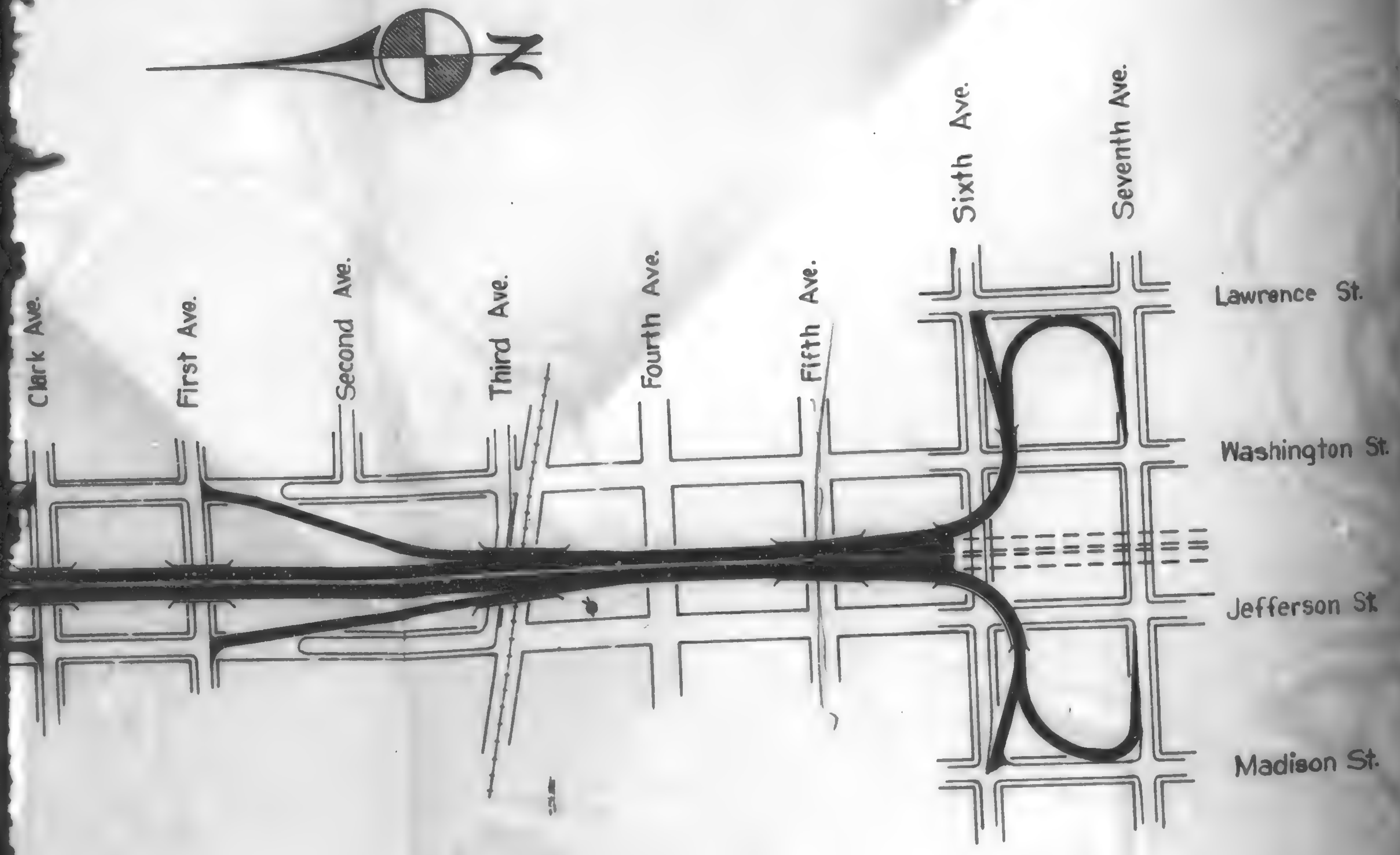


OREGON STATE HIGHWAY DEPT.
Prospectus Map
Seventh St. - Clark St. Section
Eugene - Springfield Highway
Lane County
Scale 1" = 400'
August 1962

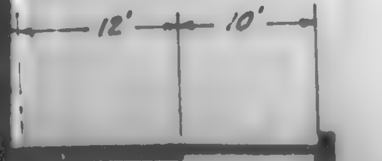

Willamette
River
℄ Corporate Limits
Cheshire Ave.
Clark Ave.
First Ave.

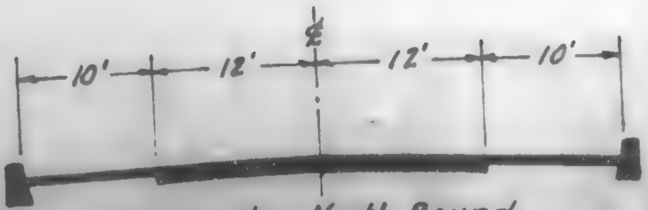
TYPICAL SECTIONS


℄
4.2'
4.2'
10'
12'
12'
12'
12'
10'
Main Roadway


N
Clark Ave.
First Ave.
Second Ave.
Third Ave.
Fourth Ave.
Fifth Ave.
Sixth Ave.
Seventh Ave.
Lawrence St.
Washington St.
Jefferson St.
Madison St.

NS





Washington North Bound
Jefferson South Bound
Street Section

RECEIVED
AUG 9 1962
FOR FILING

I-105-4(115)196

7637

Young
[illegible]
[illegible]
[illegible]

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon

DATE: August 7, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Interstate Route 105 - Eugene

Reference is made to your June 19 letter requesting a 0.65 mile extension of FAI Route 105 in Eugene. This submission has been favorably reviewed by the various Bureau offices, and the system extension can be considered as being approved.

The Eugene Spur was added to the Interstate System on September 15, 1955. The description of FAI Route 105 was approved on December 8, 1959 as follows:

> "From a junction with Interstate Route 5 east of Eugene into Eugene."

The specific location for the section between intermediate control points FAI-5 and Coburg Road was approved on July 30, 1956 and that for the section between Coburg Road and Clark Avenue was approved effective May 23, 1961.

The purpose of this Interstate spur is to provide service to the city of Eugene. The recently completed Highway Study for the Eugene-Springfield Area included the proposed extension as a freeway portion of the innerbelt highway system for Eugene. This study was conducted as a research project on the gravity model method. This procedure is to be checked by the traditional origin-destination urban transportation study by your department in the next few years. We recommend that this follow-up study be conducted in the near future to provide confirmation as to the validity of the above method as well as to provide firmer traffic estimates for actual design purposes for the Willamette River-Seventh Avenue Section of FAI Route 105, in addition to other sections of the rapidly developing highway system in the Eugene-Springfield area.

The extension of the Eugene Interstate spur to the vicinity of 7th Avenue to provide better integration with Eugene highway network and to provide for better distribution of traffic to the central business district was principally justified by the

original To Young
copies To Crandall
Morgan
Merchant

8-9-62

above study and report made for this urban area. Both the currently approved description and the diagrammatic sketch shown in the yellow booklet issued in connection with the 1955 system approval reflect this intent. No change in the official description is required to accommodate the current extension in this route.

We, therefore, will be prepared to approve the specific location of the Clark Avenue-7th Avenue Section of FAI Route 105, pending receipt of the results of a public hearing and your request for this action.

Project I-105-4(103)195 covers preliminary engineering for the previously approved portion of FAI Route 105. If you desire this phase of work to apply to the current extension, the above project should be modified by Form PR-9 or a separate preliminary engineering project should be programed to cover this new section prior to proceeding with work on which reimbursement is anticipated.

RECEIVED
AUG 8 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
1962
OR FILING

Consol-
I-105-4(115) 196
76-3

June 19, 1962

Mr. Alfred W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Interstate Route No. 105
Extension of Westerly Terminal
from Clark Street to 6th-7th
Street Couplet

Dear Sir:

Pursuant to your letter of May 16, we hereby make application for the extension of FAI Route No. 105 from Clark Street to 7th Street.

The original proposal approved by your office May 23, 1961, established the westerly terminus of Interstate Route No. 105 at Clark Street on the south side of the Willamette River. Further study of the physical facts along with the desirability of correlating our plans with cooperative planning, as set out in the preliminary draft of the Eugene-Springfield Transportation Study, has indicated the desirability of connecting this spur to 6th and 7th Streets in Eugene, which is the present routing of US99.

We previously forwarded to you alternate tentative plans and profiles for the proposed extension along with cost data. These plans have now been revised and copies of the same are enclosed.

After reviewing the preliminary draft of the Eugene-Springfield Transportation Study, we submit the following data in support of our request for the proposed 0.45-mile extension of Interstate Route No. 105 to a connection with US99.

The central business district in the city of Eugene is located to the south of 7th Street and to the east of Washington Street. About one-third of the metropolitan area population lives to the north and east of the Willamette River and two-thirds to the south and west. Vehicles crossing the Willamette River are channeled onto the Ferry Street and Springfield Bridges. The large volume of traffic on the Ferry Street Bridge, which is approximately 30,000 vehicles per day, reflects not only the north-south desire lines but also the east-west desire lines for those persons using Interstate Route No. 105 and the connection from Interstate No. 105 and Interstate Route No. 5 easterly to the Springfield area.

The major portion of the industry in the metropolitan area also lies on the southerly and westerly side of the Willamette River and to the west of Jefferson Street. Estimated traffic on the Ferry Street Bridge and on Franklin Boulevard will undoubtedly be higher in 1980-1985 than it is at present due to the capacity of these existing highway facilities. The Transportation Study reveals that additional highway facilities to provide for the east-west north-south movements will have to be constructed to provide the necessary capacity to handle the projected traffic volumes in the Eugene metropolitan area.

On page 3 of the Highway Study, Table I-1 Suggested Additions to Arterial Highway Systems, Eugene-Springfield Area, the first four proposals show and describe the suggested inner belt around the central business district and also indicate the classification of highway type for the proposed facilities. The northern portion of the inner belt consists of a part of Interstate Route No. 105, the westerly side of the belt lying along the Washington-Jefferson Street Section from the terminal of Interstate Route No. 105 to approximately 19th Avenue. The 1980-1985 average daily traffic on the two sides of the belt described above is 50,000 vehicles per day. The southerly side of the inner belt, the 18th-19th Avenue Section from Jefferson Street to Villard Street, would be an expressway and would be used by 30,000 vehicles per day in 1980-1985. The easterly side of the inner belt consists of the Villard Bridge section which runs from 19th Avenue northerly across the Willamette River to a proposed intersection with Interstate Route No. 105. This would be an expressway and would be used by approximately 15,000 vehicles per day in the study year.

As shown on Table I-1, the primary purpose for an inner belt would be to bypass the Eugene central business district and to collect and distribute trips to and from the central business district. At the present time the major routes for handling the high volumes of local traffic and quite a large share of through traffic are all funneled near and through the central business area. This is true with the exception of the north-south Interstate Route No. 5 which now bypasses the metropolitan area.

From page 31 of the Eugene-Springfield Transportation Study, in the third paragraph, we quote the following: "It is estimated that by the 1980-1985 period, approximately 170,000 trips a day will be generated by or attracted to the area within the inner belt loop". From page 28 of the Transportation Study, we quote the following from the third paragraph:

> "It is estimated that about 70,000 vehicles per day will cross the screen line along 8th Avenue west of the Eugene CBD during the 1980-1985 period. To handle this traffic load it is recommended that the Washington-Jefferson Highway be constructed as part of the Inner Belt system. About 50,000 trips per day would be assignable to this route during the 1980-1985 period. The remaining trips will be distributed among Garfield Street, Chambers Street, Polk Street, Blair Boulevard, Monroe Street and Seneca Road".

It can be seen that the westerly terminus of Interstate Route No. 105 at Washington, Jefferson, and Clark Streets would be inadequate due to the fact that the 50,000 vehicular trips per day, assignable to this route, would have to cross the Southern Pacific tracks that lie between 3rd and 4th Avenues, and the Oregon Electric tracks on 5th Avenue. This is the main line of the Southern Pacific Railroad and a great number of switching movements also take place in this area every day as well as the through-train movements. The train movements on the Oregon Electric track number just two a day but do constitute an inconvenience and hazard to the traveling public.

The proposal to extend the Interstate routing southerly to a connection with the 6th-7th Street couplet would also provide a connection to US99, Federal Aid Highway No. 3. This highway is today the major east-west routing on the southerly side of the Willamette River and carries all traffic destined for points to the west and northwest in the city of Eugene and the outlying rural areas. The proposed connection would integrate the highway system in a proper manner and not leave a connection on city streets between the terminal of the Interstate Highway and US99. This proposal would be designed in such a manner that the proposed extension of the freeway between Washington and Jefferson Streets could connect to it in the future, whenever it becomes necessary to build the west side of the proposed inner belt.

On page 15 of the Transportation Study, it is pointed out that Lane County has proposed the construction of the Goodpasture Highway from the north end of the proposed Willamette River crossing on Interstate No. 105 to the North Eugene Highway just east of the Willamette River. This route would be constructed to expressway standards with provisions for ultimate expansion to freeway standards. Lane County is, at the present time, acquiring right of way for this route which would provide direct connection from the largest traffic generators in the Eugene area to the area north of the Willamette River and south of McKenzie River. This area is now being subdivided and developed extensively for residential purposes.

I am submitting herewith alternate plans and profiles which appear to offer a solution to the problem at hand. The cost estimate for the original plan, which terminated at Clark Avenue and which was included in the 104(b)5 study, was $3,802,000. The cost of the alternate proposals submitted are as follows:

	Plan 1	Plan 2
Construction	$4,270,100	$3,763,700
Right of Way	1,748,900	2,111,300
	$6,019,000	$5,875,000

The proposed extension of Interstate No. 105 fits in with the co-operative plan as evidenced by the Eugene-Springfield Transportation Study to which the Highway Department, the Bureau of Public Roads, and the local agencies were parties, while performing the function of tying in the interstate system with US99, Federal Aid Highway No. 3. On this basis, it is apparent that ample justification has been shown by the study results.

Enclosed are sketch maps showing the extension requested. Your favorable consideration of this application for extension will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc G. S. Paxson
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan

LHY:mmb hlb

RECEIVED
Y 31 1962
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

DATE: May 16, 1962

Constr
Fed Aid
Interstate
08-35.3

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

CGPolk

FROM : C. G. Polk, Division Engineer
Salem, Oregon

Copy To
8-21-62

RECEIVED
MAY 17 1962
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Interstate System - Extension of FAI Route 105

Reference is made to Mr. Young's letter of April 11 regarding the proposed extension of FAI Route 105 in Eugene. This submission has been reviewed by our Regional office with the following comments being furnished:

"From a review of the preliminary draft of the Eugene - Springfield Transportation Study, it is apparent that the 0.65 miles proposed extension will be on what will be known as The Inner Belt around Eugene CBD. ADT in the 1980-85 era is projected at a 50,000 figure. The report indicates that this section should be a freeway with full control of access. The proposal for the extension also indicates that if the 0.65 mile extension be approved it would be built as a freeway.

"We believe that this extension could logically be a part of the Interstate spur. However, we do not believe that the State has presented arguments for its approval in a very conclusive manner. It is believed that the State can present much stronger and more complete arguments and data in support of this extension. We refer particularly to the findings of the Eugene - Springfield Transportation Study which show that this 0.65 miles would be an important segment of the proposed Inner Belt Highway System around the CBD of Eugene. In order to justify the approval of this extension, it is believed that there is in the above referred to report, considerable data which would adequately justify this extension as a necessary part of an Interstate spur leading into an important future section of the City of Eugene, with a projected very heavy traffic warranting full control of access and adequate number of lanes and separation from railroads and cross streets.

"If the State will support this extension along the lines indicated, we will submit the proposal to the Washington office for their consideration.

"It is believed that such an application should be signed by the State Highway Engineer."

(more)

The above points appear to be well taken. We are certain that a rather strong presentation must be made in order to obtain allocation of any of the small remaining balance of Interstate mileage. Documentation of the correlation of the proposed Interstate System extension with the Eugene - Springfield Urban Area transportation study would appear to be particularly appropriate.

The currently approved description for FAI Route 105 is as follows:

> "From a junction with Interstate Route 5 east of Eugene into Eugene."

The specific location between control points on FAI Route 5 and Coburg Road was approved on July 30, 1956 and between Coburg Road and Clark Avenue on May 23, 1961. The current request is therefore an extension of the route rather than a modification of the previous final location action. If the extension is approved, preparation of a new terminal control point and specific location submission for the Clark Avenue - 6th and 7th Street complete section would be in order.

ECEIVED
PR 12 1962
OR FILING

05-4(115)1 96
7637

April 11, 1962

Ed.
Mr. C. E. Falk
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We request your consideration of an amended proposal for the location of Interstate No. 105 with particular reference to its westerly terminal point. Our original proposal as to specific location dated May 19, 1961, was approved by your office May 31, 1961. This original proposal contemplated that the westerly terminus of I-105 would be at Clark Street. Further study of the matter indicates that this spur should be connected to 6th and 7th Streets in Eugene which is the present route of U.S. 99. Attached hereto is a sketch map showing this amended proposal.

For your information, there is forwarded herewith, alternate tentative plans and profiles which offer a sound solution to the problem of the extension. It is thought that the elimination of the two at grade crossings of the railroad tracks at Third Street and at 5th Street provides ample justification for the extension.

The cost estimate for the original plan as set forth in the 104(b.)5 study was $3,802,000. The cost of the amended plan is as follows:

	PLAN I	PLAN II
Construction	$4,270,500	$3,743,700
Right of Way	1,748,500	2,131,300
	$6,019,000	$5,875,000

This indicates an additional cost of $2,073,000 for Plan No. 2 which additional expenditure would appear justifiable for the following reasons: (1) to avoid dumping all of the traffic into an inadequate street system; (2) integrate the interstate spur into the highway system as contemplated in PPM 20-1 Sec 4-d and (3) elimination of two at grade railroad crossings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:amb
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Morgan
Mr. Ivan Merchant

FORM E-30 50M 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1962

SUBJECT: Coburg Road - 6th & 7th Streets
Eugene Spur

To:

Mr. L. H. Young
Office Engineer
BUILDING

A few days ago you asked for estimates for the cost of constructing this section. The 104(b)5 Study contained an estimate for constructing a section between Coburg Road and Clark Street as follows:

Construction	$3,194,000
Right of way	608,000
	$3,802,000

An estimate of a plan to construct this section has been prepared and is as follows:

Construction	$2,420,000
Right of way	480,000
	$2,900,000

The Coburg to Clark plan is, however, inadequate as it requires two railroad grade crossings for the section between Clark and 6th and 7th Streets. We have developed two alternate plans to correct this deficiency. Both involve structures over the two railroad tracks plus structures over the cross streets. The right of way for these plans is extremely expensive. The estimates are listed below:

Coburg Road to 6th and 7th Streets

	Plan 1	Plan 2
Construction	$4,270,500	$3,743,700
Right of Way	1,748,500	2,131,300
	$6,019,000	$5,875,000

Sketches and profiles are enclosed for Plan 1 and Plan 2.

F. D. Morgan
Construction Engineer

By F B Klaboe
F. B. Klaboe
Assistant Construction Engineer

FBK:fp

Enclosures

Form E-147—1024

OREGON STATE HIGHWAY DEPARTMENT

COLUMNAR TABULATION SHEET

Willamette [illegible] - 7th st. (Eugene)

State Printing

Listing of Program actions and P.P.R

Program actions		Date submitted	[illegible]				Action requested
PR-1	stage 1	11-16-65	Willamette Riv. - 5th ave.				Program approval + authorization for residents
v. PR-1	stage 1	11-30-65	Willamette [illegible] - 7th Ave.				Program approval, authorization for incid. & Acquisit
v. PR-1	stage 2	1-28-66	"	"	"	"	Program approval, auth for incid. & acquisition
v. PR 1	stage 2	2-23-66	"	"	"	"	Program approval, auth for incid. & relocation
	letter	6-10-66	"	"	"	"	Acquisition requested from Will Riv. - 5th Ave
PR-9	stage 1	7-11-66	"	"	"	"	Return to stage 1 to release funds, authoriz remain in effect.
	letter	9-6-66	"	"	"	"	Acquisition requested for complete taking (File 10161
	letter	9-22-66	"	"	"	"	Requested addition of Bldg. demolition
	letter	9-28-66	"	"	"	"	Acquisition of R/w files 10245 thru 10253
PR-9	stage 2	10-10-66	"	"	"	"	Advance project to stage 2
PR-9	stage 2	1-3-67	"	"	"	"	Increase project cost and acquisition of file and 10668

SHEET .... OF .... SHEETS

...d B.P.R. authorizations

	BPR action	
for residential & relocation assist.	Approval withheld no action taken per letter of 11-18-65	
...aid & acquisition from will Riv - 5th ave.	Approval withheld no action taken per letter of 12-16-65	
& acquisition from will Riv - 5th ave.	Approval withheld documents returned per letter of 2-16-66	
& relocation assistance.	Approved 4-11-66 authorized in aid & relocation assist.	X
with Riv - 5th ave (Files 38783 thru 38823 and 38825 thru 38845)	Authorized 6-14-66	
funds, authorization dates to	Approved 7-12-66 with previous authorization dates in effect.	
complete takings from 5th - 7th ave. (Files 40161 thru 40191 & 40211)	Authorized 9-8-66	
demolition to programed work.	Approved effective 9-30-66	
45 thru 40253	Authorized 9-30-66	
2	Approved 10-19-66	
acquisition of files 40468 thru 40477	Approved 1-18-67 authorized acquisition of additional files and limited participation to portions of R/W takings between 5th & 7th Ave.	

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

AUG 1

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: September 8, 1966

In reply refer to: 08-35-EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-105-4(111)197
Willamette River-7th Avenue Section
Right of Way

Our June 14, 1966 memorandum authorized you to proceed with actual acquisition on the subject project, limited to the portion from the Willamette River to 5th Avenue.

The evidence furnished by Mr. Chase's September 6 letter now permits us to authorize you to proceed with the acquisition of parcels 40161 through 40191 and 40211 between 5th Avenue and 7th Avenue. This authorization, which is effective this date, is under the normal Stage I conditions noted as a condition of approval of the stage regression PR-9 effective July 12, 1966.

The total authorized cost of this project is increased by $919,500 to $2,310,000 with no Federal funds reserved.

REFERRED TO
Young - Trucking
By Asst. State Hwy. Engr
9-14-66

RECEIVED
SEP 14 1966
OFFICE ENGINEERING

Marsmi

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R N CHASE

Chase

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-128
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JAN 17 1967

I-105-4(115)196

7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 16, 1967

City of Eugene Fire Department
777 Pearl Street
Eugene, Oregon 97401

Re: Revised Preliminary Right of Way Map
7th Avenue-Willamette River Section
Interstate 105
Eugene-Springfield Highway
Lane County

ATTENTION: Capt. F.M. Von Appen

NOTED
F. B. KLABOE

Gentlemen:

Enclosed you will find ______ print(s) of the revised preliminary right of way map, our File No. 8B-34-14. This right of way map covers the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway. The present tentative schedule calls for opening of bids on September 7, 1967 or later.

Mr. J.E. Holcomb, P.O. Box 1128, Roseburg, Oregon 97470, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RMF:sg
Enc.
cc: F.B. Klaboe
L.R. Chandler
J.E. Holcomb

RECEIVED
JAN 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 1 6 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(115)196
76 37

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 11, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

RE: Offer for R/W File No. 38804
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Lane County
YOUR FILE: 322
0 - 0 - 65 - 15

ATTENTION: Mr. J. A. Holmes

Gentlemen:

This is in reply to your letter of January 3, 1967 in which you suggested we submit an offer for your property included in the above-captioned file on this project.

You will find attached a description of our File No. 38804 dated December 6, 1966 covering the two parcels of land we wish to acquire from the railroad as shown on our map no. 65-34-14, prints of which were submitted to you with our letter of December 16, 1966.

Our appraisals for this property have been completed and the State is in a position to offer you $20,500 for the two parcels of land described. Please advise if this is acceptable and proceed with the preparation of the necessary documents for this project.

We will make our application to the Public Utility Commissioner in the near future.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:sg:fp
Attach.
cc Southern Pacific Co.
Portland
bc F. B. Klaboe
I. D. Merchant
L. R. Chandler
J.E. Holcomb

NOTED
F. B. KLABOE

RECEIVED
JAN 1 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

To Klaboe

RECEIVED
JAN 9 - 1967

FOR FILING
I-105-4(115) 196
7637

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1967

SUBJECT: File Nos. 40170, 40171,
40178, 40181, 40183,
40187, 40188, 40189
7th Avenue-Willamette River
Section
Eugene-Springfield Highway
Lane County

To: Mr. L. [illegible]. Riley
District Supervisor

ROSEBURG

We have authority from the Bureau of Public Roads to purchase on a participating basis the remainders under files 40170, 40171, 40181, 40187, 40188 and 40189. As we cannot show necessity for these remainders, we will purchase if the grantor agrees to selling his entire property.

Due to the estimated cost of the remainders for files 40178 and 40183 of $15,000 and $6700 respectively, the Bureau will not participate in the excess. However, upon the completion of the review of the appraisals, please let us know the appraised values of the remainders and I will submit them to Mr. Klaboe. to determine if State funds may be used for their acquisition.

On file 40177 please consult with the Division Engineer in regard to the construction details of the adjacent structures and inform your appraisers of all items that should be considered in assessing damages.

Please purchase the excess on file 40472 if possible. Mr. Mathias of the Bureau informs me they will participate on this excess if requested.

John R. Oakes
Assistant Right of Way Engineer

NOTED
F. B. KLABOE

JRO:CE
cc: F. B. Klaboe ✓
G. E. Rohde
L. N. Young
C. J. Mathias
A. D. Olson
M. R. Mitchell

RECEIVED
JAN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 6 - 1967
FOR FILING

105-4(115)196
7637

January 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

I-105-4(111)197
Willamette R.-7th Ave.
Section (ROW)

Dear Sir:

We hereby request your authorization to proceed with actual acquisition of the balance of the right of way as programmed under Project I-105-4(111)197. The remaining properties involved are file Nos. 40468 through 40477 and 40608 as outlined in red on the enclosed right-of-way map 8B-34-14.

We are also enclosing PR-9 Forms for Project I-105-4(111)197 to increase the "Project Cost" to reflect the latest cost estimates of the right of way required. The increased program cost is as follows:

	Total Cost	Fed. Funds
Original Program		
P.S. and E. Status	$2,346,000	$2,158,000
Program Status	24,000	22,000
Total Original Program	$2,370,000	$2,180,000
Revised Program		
P.S. and E. Status	$2,346,000	$2,158,000
To Be Authorized in P.S. and E. Status	313,000	288,000
Total Revised Program	$2,659,000	$2,446,000

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:bb
Enclosures

FORM PR-9
(REV. 4-61)

REQUEST F
OF INDIVIDUAL PRO
(PPM 21-

MONTHLY TRANSACTION NO.	
DATE SUBMITTED TO W.O.	

CARD 2	REPORT NUMBER 11 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-105 Willamette R. to 7th Ave. (Eugene) 21 65	ADT	23,000	FUTURE 35,000 (66) (70)

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* Right-of-Way Purchase 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL A 74	

COUNTY NAME

CARD 4	CLASS OF FEDERAL FUNDS [1] Interstate	
	NAME OF URBAN AREA Eugene 17-31	F.A. SYSTEM Interstate

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL C
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	429	I-105-4 (111)197	I-105 Willamette River to 7th Ave. (Eugene)		2,370,(
										PROJECT TOTAL	0.78	2,370,(
5					PE ROW CONST		RE-QUESTED REVISION	429	I-105-4 (111)197	I-105 Willamette River to 7th Ave. (Eugene)		2,659, (16)
										PROJECT TOTAL	0.78	2,659,

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:
To increase project cost to conform with

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: 4-11-66	PROGRAM REVISION REQUESTED DATE January 3, 1967	RECOM DATE
OTHER: 6-14-66 11-1-66 7-12-66 9-8-66 9-30-66	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY~~ ENGINEER Office	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

DT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	23,000	35,000	86	08	Oregon	35	042	429
		(66) (70)	(71) (72)	(74) (75)		(2) (3)	4 6	(14) (16)

MISCELLANEOUS FUNDS ONLY

ASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PROJECT NUMBER PREFIX LETTER(S)	NUMBER-AGR. NO.	I PROJECTS ONLY POST MI.	DESIG.
70	71	72 73	74 75	14 I- 23	105-4(111) 7 13	Mi. 197 (24) (26)	27

	COUNTY NAME	CODE
	Lane	039 14 16

	RTE NO.	FEDERAL AID	STATE	U.S.
Interstate	I	I-105	(32) (36)	(37) I-105 (41)

MINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (56)	(59) (66)	(67) (76)		
ette River (Eugene)		2,370,000	2,180,000	190,000	ROW incl. incidental work and assist. to displ. persons. (Future 4-12' lanes H.T. pave., 10' shldrs., 10' med., 2 gr. sep. and 2 RR strs.)
T TOTAL	0.78	2,370,000	2,180,000	190,000	
ette River . (Eugene)		2,659,000 (16) (23)	2,446,000 (24) (33)	213,000	ROW incl. incidental work and assist. to displ. persons. (Future 4-12' lanes H.T. pave., 10' shldrs., 10' med., 2 gr. sep. and 2 RR Strs.)
) TOTAL	0.78	2,659,000	2,446,000	213,000	

GE:

project cost to conform with latest cost estimate data.

	RECOMMENDED	APPROVED
	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

ds involved.

USCOMM-DC 46900-P61

FORM E-30 50M 10-65

I-105-4(11)137

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 30, 1966

SUBJECT: PROGRAMING
7th Avenue-Willamette
River Section
Eugene-Springfield Highway
Lane County

To: Mr. L. H. Young
Office Engineer

BUILDING

Please program with the Bureau the acquisition of the remaining properties (mostly partial takings) on the above project. These are files numbered 40468 through 40477 and file 40668. The acquisition of these files is estimated at $312,150 with relocation involving one business, one duplex and six residences estimated at $4,650.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO:AA

cc: G. E. Rohde
M. R. Mitchell

Chw 7.

DEC 20 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-105-4(115)196
7637

December 16, 1966

City of Eugene
Pacific Northwest Bell Telephone Co.
Eugene Water and Electric Board
Oregon Electric Railway Company
Southern Pacific Company

Re: Revised Preliminary Right of Way Map
7th Avenue-Willamette River Section
Interstate 105
Eugene-Springfield Highway
Lane County

Gentlemen:

Enclosed you will find ______ print(s) of the revised preliminary right of way map, our File No. 8B-34-14. This right of way map covers the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway. The present tentative schedule calls for opening of bids on May 4, 1967.

Mr. J.E. Holcomb, PO Box 1128, Roseburg, Oregon 97470, is the Field Utilities Liaison Engineer for this project.

Please discard the maps we sent you with our letter of December 13, 1965.

Very truly yours,

F.D. Morgan
Construction Engineer

By Julius Cartwright
for T.W. Litchfield
Utilities Liaison Engineer

cc: Southern Pacific Co. - Portland

TWL/RMF:sg
Enc.

cc: F.B. Klaboe
L.R. Chandler
J.E. Holcomb

RECEIVED
DEC 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F.B. KLABOE
NO.

RECEIVED
NOV 10 1966

FORM 2-80X—80M—1-65 SP*19102-734

I-105-4(115) 1176
7637

P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 4, 1966

SUBJECT:
6th & 7th Avenue Interchange
7th Avenue-Willamette River Section
Eugene-Springfield Highway (I-105)
Lane County

To:
Mr. D. H. Moehring
Right of Way Engineer
Building

Attention: Mr. John Oakes

In regard to property in the south half of the block bounded by Washington, Jefferson, 6th and 7th, I believe that the study and estimates prepared by Mr. Wilson, District Appraiser, adequately support our decision to make total takings of all properties in the south half of this block in order to provide the best possible connection.

His report indicates only a $3,450 saving in right of way costs by making only partial takings and providing access. The cost of the 340 feet of access street would obviously be considerably more than this, therefore, it would be uneconomical to leave these remnants even if this was considered desirable.

The files in question, which should be made as total takings, are 40161, 40163, 40164, 40165, 40166, 40167 and 40169.

F.D. Morgan
Construction Engineer

By A D Olson
A.D. Olson
Urban Engineer

NOTED
F. B. KLABOE

ADO:jr

cc: F.B. Klaboe ✓
Gordon Brooks, BPR
L. R. Chandler

RECEIVED
NOV 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1966
FOR FILING

Porter

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(115)196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

October 12, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

File No. 38802
7th Avenue-Willamette
River Section
Eugene-Springfield
Highway
Lane County

Attention Mr. G. J. Mathias

Dear Sir:

This is in answer to your letter of October 3, in which you request a third appraisal of this property. You also commented on the large difference between Mr. Rodman's appraisal and Mr. Harris' appraisal where the estimated cost new is concerned.

At your suggestion we tried to employ Mr. Leroy Draper and Mr. Elmer Kolberg. These men could not give us a reasonable delivery date. We have also contacted Mr. Harold Meyer and Mr. J. Glenn Cougill; neither of these men can give us a reasonable delivery date.

You and I discussed the possibility of getting Mr. Cap Vandagrift. You questioned whether Mr. Vandagrift had the personal experience for this assignment and suggested that we let our staff appraiser, Mr. Al Brown, make the appraisal. We cannot release Mr. Brown from his present assignment.

Attached is a general appraisal experience record given us by Mr. Vandagrift which dates back to 1954. It indicates to me that this man has had considerable experience in appraisals other than homes and apartments. At the present time we are negotiating with Mr. Vandagrift for a bid to appraise this file and trust that it meets with your approval.

In regard to the wide variance in Mr. Rodman's and Mr. Harris' appraisals, District Appraiser Richard Wilson is to have a conference with these two men to see if they would reconsider their opinions of the cost new and depreciation of the improvements.

Very truly yours,

G. E. Rohde
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA

Attachment

cc: R. L. Porter✓
F. B. Klaboe
L. H. Young
G. E. Rohde
L. W. Riley
Attn. R. Wilson
C. E. Smith
Attn. M. M. Mead
M. R. Mitchell

RECEIVED
OCT 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 14 1966
FOR FILING

I-105-4(115)196
763.7

Moehring

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1966

In reply refer to: 08-35.7

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(111)197
Willamette River-7th Avenue (Eugene)
Appraisal, File 38802, Lafferty

This property involves 54,559 square feet of land improved with a warehouse having in excess of 37,000 square feet plus yard improvements. The present tenants have modified the building to suit their particular operation. These modifications make it difficult to find other properties which have a high degree of comparability and, therefore, the appraisers have relied heavily on the cost approach to value.

There is a large difference in the estimated cost new of the building. Mr. Rodman estimates $381,898 while Mr. Harris estimates $263,042. This is a difference of $118,856 which is an unreasonable spread. The appraisers are reasonably close together on the depreciated value. However, there is a wide difference of opinion concerning depreciation. Mr. Rodman has applied a 40% depreciation factor and Mr. Harris has applied 17%. We do not feel that such a wide difference of opinion should be left unresolved and request that you have your review appraisal staff analyze the differences and further explore each appraiser's figures to determine the reasons for such wide differences.

In lieu of an income approach Mr. Rodman has relied on a gross annual multiplier. In the Eugene area there is, no doubt, ample data available which would permit preparation of an income approach. Considering the amount of money involved, it seems appropriate that all approaches to value should be used if data is available. The appraiser should supplement his appraisal with this information.

Considering the magnitude of this case, we will also require a third appraisal of the property. The appraiser selected should be well qualified in the appraisal of warehousing properties.

orig to
Moehring
10-12-66
copy to Young
10-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 - 1966
FOR FILING
I-105-4(115)196
7637

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 30, 1966

In reply refer to: 08-35.EC
X - file: 710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-105-4(111)197
Willamette River-7th Ave. Section

We hereby approve the addition of the below shown work to the subject project as a minor program change as requested by Mr. Young's September 22, 1966 letter:

Item	Project	Location	Work
429	I-105-4(111)197	Willamette River-7th Ave.	Add: Building demolition by State contract.

Authorization to proceed with this work is effective this date with the understanding that you will dispose of the improvements in a manner that will result in the greatest net credit to the project per paragraph 6e of PPM 21-4.1, also that the usual public auction sales will be held before the improvements are placed in a demolition contract.

As requested by Mr. Young's September 28 letter you are authorized to proceed with the actual acquisition of parcels 40245 thru 40253 effective this date.

The above authorizations are granted under the normal Stage 1 conditions noted as a condition of approval of the Stage regression PR-9 effective July 12, 1966.

The total authorized cost of this project is now increased from $2,310,000 to $2,346,300 with no Federal funds reserved. This increase includes the addition of the building demolition estimated to cost $36,300, however funds for the additional parcels were provided in the aforementioned PR-9.

RECEIVED

REFERRED TO
Young
By Asst. State Hwy. Engr
10-5-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Prev. b X.O. 206 10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 30, 1966

In reply refer to: 08-35.EC
X - file: 710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-105-4(111)197
Willamette River-7th Ave. Section

1 copy ea. to Mitch & Haskins

We hereby approve the addition of the below shown work to the subject project as a minor program change as requested by Mr. Young's September 22, 1966 letter:

Item	Project	Location	Work
429	I-105-4(111)197	Willamette River-7th Ave.	Add: Building demolition by State contract.

Authorization to proceed with this work is effective this date with the understanding that you will dispose of the improvements in a manner that will result in the greatest net credit to the project per paragraph 6e of PPM 21-4.1, also that the usual public auction sales will be held before the improvements are placed in a demolition contract.

As requested by Mr. Young's September 28 letter you are authorized to proceed with the actual acquisition of parcels 40245 thru 40253 effective this date.

The above authorizations are granted under the normal Stage 1 conditions noted as a condition of approval of the Stage regression PR-9 effective July 12, 1966.

The total authorized cost of this project is now increased from $2,310,000 to $2,346,300 with no Federal funds reserved. This increase includes the addition of the building demolition estimated to cost $36,300, however funds for the additional parcels were provided in the aforementioned PR-9.

RECEIVED
OCT 5 1966
OFFICE ENGINEERING

RECEIVED
1966

Marcus Morgan

REFERRED TO
Young
BY ASST. STATE HWY. ENGR
10-5-66

NOTED
R. N. CHASE

file

FORM 2-30 20M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 27, 1966

SUBJECT: PROGRAMING
File Nos. 40245 through
40253, inclusive
7th Street-Willamette River
Section
Eugene-Springfield Highway
Lane County

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

Attention Mr. R. N. Chase ✓
Federal Aid Engineer

Please program the acquisition of the above files with the Bureau under the Interstate program:

40245	40248	40251
40246	40249	40252
40247	40250	40253

When the right of way was originally programed from 5th Street to the river, it included a section in the liaison report from Clark Street north. The funds on this section were included in the estimate and I now find that these funds included the purchase of the above right of way. Consequently, no additional funding is necessary.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO/ce
cc G. E. Rohde
M. R. Mitchell

RECEIVED
SEP 27 1966
OFFICE ENGINEERING
DIVISION

Chase 7.

RECEIVED
SEP 29 1966
FOR FILING

I-105-4(115)196
7637

September 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project I-105-4(111)197
Willamette R.-7th Ave. (Eugene)
R.O.W.

Dear Sir:

Right of Way Files Nos. A0245 thru A0253 were inadvertently omitted from our September 6, 1966 letter requesting your authorization to proceed with actual acquisition. The cost of these properties is included in the present total authorized project cost of $2,310,000 per your Memo of September 8, 1966.

We hereby request your authorization to proceed with the actual acquisition of the files with the same effective date of September 8, 1966 as setforth in your Memo of September 8, 1966.

We are submitting two copies of Right of Way Map 8B-34-14 showing the properties involved outlined in red.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:jb

cc: R. N. Chase
J. R. Oakes
M. Mitchell

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1966

In reply refer to: 08-35-BC/710.11

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Orogon Project I-105-4(111)197
Willamette River-7th Avenue Section
Right of Way

Our June 14, 1966 memorandum authorized you to proceed with actual acquisition on the subject project, limited to the portion from the Willamette River to 5th Avenue.

The evidence furnished by Mr. Chase's September 6 letter now permits us to authorize you to proceed with the acquisition of parcels 40161 through 40191 and 40211 between 5th Avenue and 7th Avenue. This authorization, which is effective this date, is under the normal Stage I conditions noted as a condition of approval of the stage regression PR-9 effective July 12, 1966.

The total authorized cost of this project is increased by $919,500 to $2,310,000 with no Federal funds reserved.

REFERRED TO
Young - Moehring
By Asst. State Hwy. Engr
9-14-66

RECEIVED
SEP 14 1966
OFF. [illegible] ENG [illegible]

Maroni

RECEIVED
SEP 1 [illegible] 1966
OFFICE OF
[illegible]

NOTED
R N CHASE

~~[illegible]~~ Clare 9/14/66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 23 1966

I105-4(115)176
7637

September 22, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

I-105-4(111)197
Willamette Riv.-7th Ave. Section
(R.O.W.)

Dear Sir:

Reference is made to PR-9 form for Item 429, Project No. I-105-4(111)197 of the Eugene-Springfield Highway in Lane County.

We hereby request the following work be added to the "Character of Proposed Work".

Add: Building Demolition by State contract.
Right of way item.

The work proposed at this time is for removal and demolition of buildings located between 9th Avenue and 1st Avenue. It is proposed to do this removal work by a number of contracts to keep the contracts small and utilize contractors with relatively small work forces.

We are sending three copies of estimate for the proposed demolition contract.

	Present	Demolition Work	Proposed
Total project cost authorized	$2,310,000	$36,300	$2,346,300

Authorization to proceed is desired as soon as possible as we wish to proceed with the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

GL:jb

cc: F. B. Klaboe
D. N. Moehring

RECEIVED
SEP 6 - 1966
FOR FILING

I-105-4(115)196
7637

September 6, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

I-105-4(111)197
Willamette R.-7th Ave. Section
([illegible])

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of right of way (entire takings) from 5th Avenue to 7th Avenue consisting of R/W Files Nos. 40161 thru 40191 and 40211 which are included in the right of way as programed under Project I-105-4(111)197.

We are enclosing two copies of R/W Map [illegible] showing the properties involved outlined in red and a copy of Mr. Oakes' Memo of September 1, 1966, giving the estimated cost of the properties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R N Chase

For L. M. Young
Office Engineer

RNC:ak
cc: R. N. Chase
J. R. Oakes
M. Mitchell
C. R. Nelson

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1966

620-2517

SUBJECT: PROGRAMING
7th Street-5th Street Unit
7th Street-Willamette River
Section
Eugene-Springfield Highway
Lane County

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

Please program the purchase of the entire takings on the above unit with the Bureau of Public Roads. The right of way for this unit is estimated at $1,045,000. Relocation involving 21 residences, 75 multi-dwelling units, and 10 businesses is necessary. This relocation is estimated at $12,100.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO/ce

cc G. E. Rohde
M. R. Mitchell

RECEIVED
SEP 1 1966
OFFICE ENGINEERING

Chase
Nelson

RECEIVED
AUG 16 1966

Form CD-121 (11-63) (Prec. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-105-4(115)196

Moehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

76371

DATE: August 10, 1966

In reply refer to: 08-35.7

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(111)197
Seventh Avenue - Willamette River Section
Parcel 38783, Rankin

Please refer to Administrative Right of Way Agent K. A. Chatwood's letter of July 29, 1966, concerning the above-mentioned parcel.

We have reviewed the appraisals of Mr. J. A. Rodman and Mr. A. Brown, along with the review appraisal dated July 22, 1966, which indicate the market value of the subject property to be $24,500. In accordance with Paragraph 5j(11) of PPM 21-4.1 dated December 30, 1960, we will approve Federal participation in a settlement that does not substantially exceed the review appraisal of $24,500.

Concerning the request for advanced approval of the method used by your appraiser to adjust the Bartram sale to the subject property, we believe there is an inconsistency in the procedure. To illustrate this we have substituted the figures of the Bartram sale for the Rankin figures and the result is a land value, with no improvement included, of $10,000. Inasmuch as the appraiser attributes $1,500 to the improvement, the total for land and improvement would be $11,500. The actual sale price of the Bartram transaction was $10,500. We can only conclude that use of the method would result in valuing a comparable property at $11,500 instead of $10,500.

It is noted that $4,500 is allowed for the Rankin improvement. It appears that the income approach was used in Paragraph 2c, but there is not sufficient information for us to determine how the income stream was converted to $4,500, nor is there an allowance for vacancy charges or other typical expenses.

(more)

orig to Moehring 8-12-66
copy to Young 8-16-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Based upon the information submitted to us, we cannot give you advanced approval of the method outlined in the appraiser's letter. Your Appraisal Section should carefully analyze the application of such sales to determine that improvement value is not "washed into the land" and then later applied to a subject property as land value, plus adding an additional allowance for interim value for the improvement

Enclosure

Porter A

RECEIVED
AUG 3 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

I-105-4(115)176
7637

July 29, 1966

File No. 38783-Rankin
7th Avenue-Willamette
River Section
Eugene-Springfield
Highway
Lane County

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97310

Attention Mr. C. J. Mathias

KLABOE

Dear Sir:

Attached you will find a letter addressed to you from our line appraiser, Mr. Al Brown, from Roseburg, Oregon. Mr. Brown explains how he arrives at a square-foot value for sales data purposes. This explanation is in addition to the explanation he gave you verbally on July 27 and also in his appraisal report under this file.

To prevent getting citations on files at later date, we will hold up negotiation on any file that has been reviewed on Mr. Brown's appraisal until we hear from you concerning this matter.

Please advise as soon as possible your approval of the method Mr. Brown has used in arriving at an opinion of value.

Very truly yours,

G. E. ROHDE
Chief Counsel

K. A. Chatwood
Administrative Right of Way Agent

KAC:AA
Attachment
cc: R. L. Porter
L. H. Young
G. E. Rohde
C. E. Smith
L. W. Riley
A. H. Brown
M. R. Mitchell

OFFICE OF
ENGINEER

FORM 6-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
July 28, 1966

RECEIVED
JUL 29 1966
RIGHT OF WAY

Mr. Charles Mathias
Salem, Oregon

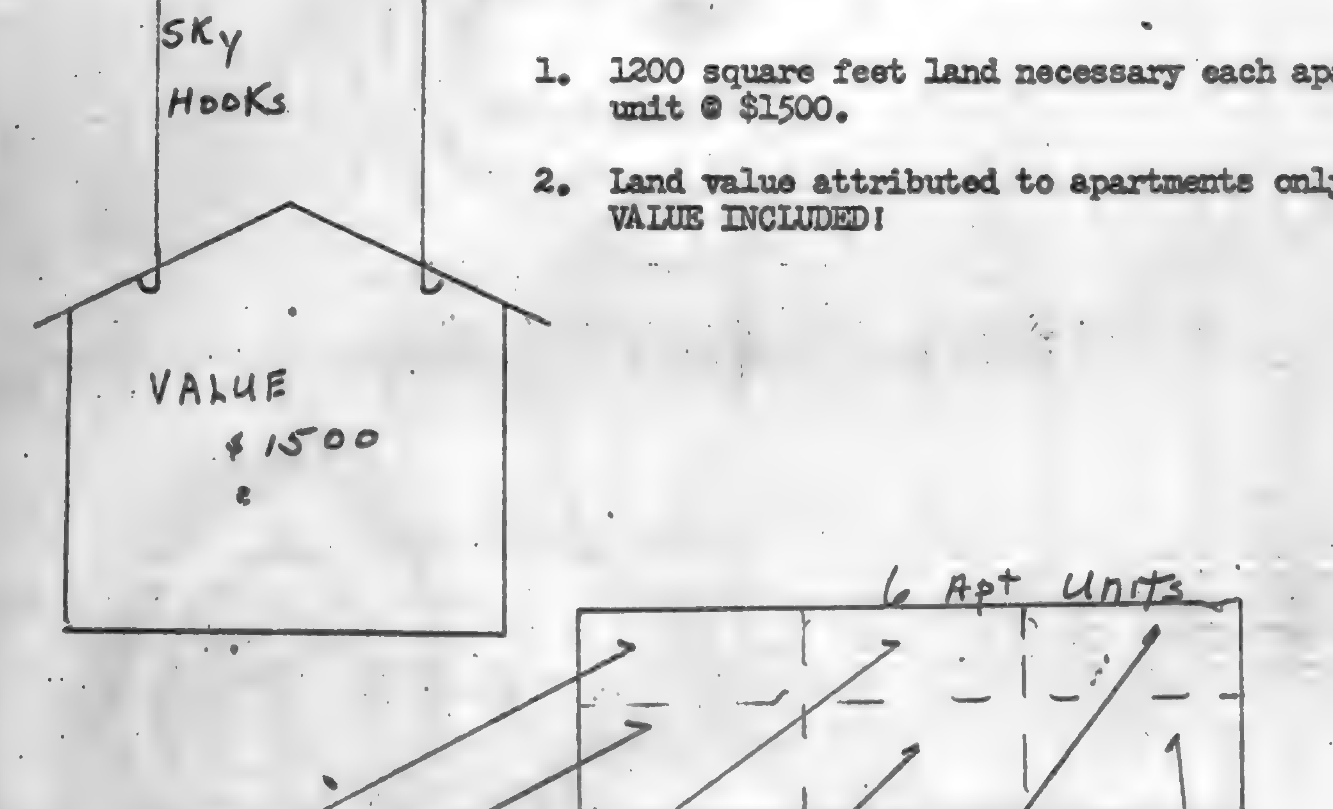
RE: File No. 38783-Rankin
Section: 7th Ave.-Willamette River
Highway: Eugene-Springfield
County: Lane

Dear Sir:

My position on the matter discussed yesterday is outlined here.

Values per paragraph 1, R-3 Neighborhood Report by Bartram:

1. 1200 square feet land necessary each apartment unit @ $1500.
2. Land value attributed to apartments only, NO RESIDENCE VALUE INCLUDED!



As applied to 38783-Rankin:

Sale 63, Page 4, "Valuation in R-3 Zoning:"

1. 1200 square feet apartment land units are compared, subject judged to be $2000 per unit which is $\frac{\$2000}{1200 \text{ sq. ft.}} = \$1.66$ per sq. ft.

2. Balance of Rankin land above 6x1200 per unit is 833 sq. ft.

A. THIS LAND VALUE CANNOT BE IGNORED just because it is 2/3 of 1 unit and because builders construct multiples of 2 due to design and cost economics.

B. Under R-3 zoning commercial uses are permitted in residential frame - this potential in my opinion justifies application of $1.66 to 883 sq. ft. of shirt tail above 7200 sq. ft. Therefore $13,400 as land value with NO IMPROVEMENT VALUE INCLUDED.

C. That residence provides $125/mo.-$1500 per year. Local practice is to retain improvement for this income. Allow $150 for tax and $150 for repairs per year and in 5 years the yield would be $6000; in 10 years $12,000. I feel that by allowing $4500 for residence value I have discounted this 5 year income to a value of $4500 today. (Possibility of income continuing for 10 years ignored due to probability land value increase will make this income insignificant.)

Sale 56: Comparison handles sale residence as land value and Rankin duplex as land value. There is the added 2nd residence renting at $125/mo. Again R-3 zoning permits use of the residential frame commercially. Estimated enhancement of the land value $3000.

Would a prudent buyer fail to see this value???

Very truly yours,

Al Brown

AL BROWN
Right of Way Agent

AB/ss
CC Carl Smith
CC Ken Chatwood ✓
CC L. W. Riley

RECEIVED
JUN 20 1966

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-105-4(115)196

TO : Mr. Forrest Cooper, State Highway Engineer
7637 Salem, Oregon

DATE: June 14, 1966

In reply refer to: 08-35.EC/710.11
X-file: I-105-4(111)197

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. T. Dec
Engineering Coordinator

SUBJECT: Federal-aid Interstate Program

Our April 11 program memorandum approved the following program and authorized right of way incidentals and relocation payments effective that date, however authorization to proceed with actual acquisition was deferred per your request. Mr. Young's June 10 letter has requested acquisition from the Willamette River to 5th Ave. section portion of this project.

Item	Project	Location	Work
429	I-105-4(111)197	Willamette River-7th Ave.	ROW

You are authorized to proceed with actual acquisition from the Willamette River to 5th Ave. effective this date. this authorization is conditioned to the establishment of a Relocation Advisory Assistance office as mentioned by Mr. Holt's November 9, 1965 Interdepartmental Correspondence memo to Mr. Young.

Our program approval and initial authorization on this project indicated that justification material furnished was found to be acceptable under the provisions of Section B-5 of IM 50-2-65. Under these circumstances the construction phase on this section and the adjacent Willamette River section may also be programed and advanced to construction. This matter will be covered further in separate correspondence regarding the Eugene-Springfield Transportation study.

This authorization provides for a total estimated cost of $1,245,500 of which $1,131,000 is advanced as Federal funds to an authorized status.

REFERRED TO
Young - Inochury
By Asst. State Hwy. Engr.
6-20-66

RECEIVED
JUN [illegible] 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 14, 1966

08-35.DC/710.11
X-file: I-105-4(111)197

A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

Original signed by
T. Dee
Eng. Coordinator

Federal-aid Interstate Program

Our April 11 program memorandum approved the following program and authorized right of way incidentals and relocation payments effective that date, however authorization to proceed with actual acquisition was deferred per your request. Mr. Young's June 10 letter has requested acquisition from the Willamette River to 5th Ave. section portion of this project.

Item	Project	Location	Work
429	I-105-4(111)197	Willamette River-7th Ave.	ROW

You are authorized to proceed with actual acquisition from the Willamette River to 5th Ave. effective this date. this authorization is conditioned to the establishment of a Relocation Advisory Assistance office as mentioned by Mr. Holt's November 9, 1965 Interdepartmental Correspondence memo to Mr. Young.

Our program approval and initial authorization on this project indicated that justification material furnished was found to be acceptable under the provisions of Section E-5 of IM 50-2-65. Under these circumstances the construction phase on this section and the adjacent Willamette River section may also be programmed and advanced to construction. This matter will be covered further in separate correspondence regarding the Eugene-Springfield Transportation study.

This authorization provides for a total estimated cost of $1,245,500 of which $1,131,000 is advanced as Federal funds to an authorized status.
2

CC: Region w/State's 4/15 & 6/10 letters
Washington D.C. - Project Coord. w/State's 4/15 & 6/10 letters
Washington D.C. - Program Anal. " " " "
✓OSHD: R.N. Chase
C. Nelson
D. H. Moehring
BPR: Van Dorn

RECEIVED
JUN 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R N CHASE

RECEIVED
JUN 10 1966
FOR FILING

I-105-4(115)196
7637

June 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Project I-105-4(111)197 [illegible]
Willamette River-7th Ave. Section

Dear Sir:

Reference is made to our letter of April 15, 1966. We now request your authorization to proceed with the actual acquisition of that portion of right of way from just north of Clarke Avenue, south to Fifth Avenue as programed under Project I-105-4(111)197.

The parcels involved are R/W Files No. 38783 through 38823 and 38825 through 38845. The estimated total cost of this portion of the right of way is $1,342,500 (Incidental and Acquisition $1,325,000 plus Relocation Assistance $17,500) of which $97,000 was authorized by your Memo of April 11, 1966 as incidental cost and relocation assistance. The requested authorization is for the balance of the total cost of $1,245,500, involving $1,121,000 Federal funds.

The necessary Right of Way Maps and other required documents have been furnished with previous correspondence.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC: ls
cc: J. R. Oakes
M. Mitchell
R. N. Chase

RECEIVED
APR 15 1966
FC

I-105-4(111)196
7637

April 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Project I-105-4(111)197
Willamette River-7th Ave. Section

Dear Sir:

We are submitting two copies of Right of Way Map No. 8B-34-14, showing a portion of the required rights of way, as programmed under Project I-105-4(111)197, which involves entire takings from just north of Clark Ave. south to Fifth Ave. The parcels involved are R/W Files Nos. 38783 thru 38823 and 38823 thru 38845.

The estimated total cost of this portion of the right of way is $1,355,000 (Federal Funds $1,219,000).

We hereby request your authorization to proceed with the actual acquisition of this portion of the right of way. However, due to the fact our present remaining reimbursable obligations balance is required for construction projects to be awarded at the May 19, 1966 bid opening, we request your authorization be defferred until such time as the 3rd quarter reimbursable obligations balance is released.

We will request acquisition authorization on the remaining right of way at a later date when the required right of way maps have been completed.

Very truly yours,

~~Forrest Cooper~~
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed
cc: John R. Oakes
Milton Mitchell
R. N. Chase

RECEIVED
APR 14 1966

FOR FILING

(11-63)
(Pres: by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

I-105-4(115)196

7637

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: April 11, 1966

In reply refer to: 08-35.3-EC/710.11
X-ref: 711.13

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Federal-Aid Interstate Program
Oregon Federal-Aid Secondary System

Reference is made to your letters of February 23 and February 25, 1966 submitting a request for programming of Project I-105-4(111)197 as Item 429 of the Oregon Federal-aid Interstate program and a relocation of FAS 238 in Lane County. These submissions were interrelated and were forwarded to our Washington office under the provisions of Section B-5 of IM 50-2-65. The justification material for the Stage 2 Right of Way project was found acceptable within the requirements of the above Instructional Memorandum. The project is approved effective this date as follows:

Item	Project	Location	Work
429	I-105-4(111)197	Willamette River-7th Ave.	ROW

You are hereby authorized to proceed with right of way incidental work and relocation advisory assistance in connection with the above project.

The proposed provision of FAS Route 238 has been deferred pending completion of the transportation system analysis phase of the Urban Transportation Study currently underway in this area. A relocation of this route terminating with a connection to I-105 would result in traffic volumes exceeding the capacity of latter facility expecially at the southern terminus. It does not appear appropriate to partially revise the Federal-aid System until the transportation study has completed the selection and testing of the future highway system for the entire area. The latest progress report for this study indicates that this should be accomplished by late fall of this year.

This State 2 Right of Way Program has a total estimated cost of $2,370,000 of which $2,180,000 is reserved as Federal-aid Interstate funds.

REFERRED TO
By Asst. State Hwy. Engr.

Pl see me
4-13-66

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

477 Cottage Street, NE
Salem, Oregon 97301

April 11, 1966

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Div. Engineer

08-35.3-EC/710.11
X-ref: 711.13

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

Oregon Federal-Aid Interstate Program
Oregon Federal-Aid Secondary System

Reference is made to your letters of February 23 and February 25, 1966 submitting a request for programming of Project I-105-4(111)197 as Item 429 of the Oregon Federal-aid Interstate program and a relocation of FAS 233 in Lane County. These submissions were interrelated and were forwarded to our Washington office under the provisions of Section B-5 of IM 50-2-65. The justification material for the Stage 2 Right of Way project was found acceptable within the requirements of the above Instructional Memorandum. The project is approved effective this date as follows:

Monthly Transaction No.	Item	Project	Location	Work
4-64	429	I-105-4(111)197	Willamette River-7th Ave.	ROW

You are hereby authorized to proceed with right of way incidental work and relocation advisory assistance in connection with the above project.

The proposed provision of FAS Route 238 has been deferred pending completion of the transportation system analysis phase of the Urban Transportation Study currently underway in this area. A relocation of this route terminating with a connection to I-105 would result in traffic volumes exceeding the capacity of latter facility expecially at the southern terminus. It does not appear appropriate to partially revise the Federal-aid System until the transportation study has completed the selection and testing of the future highway system for the entire area. The latest progress report for this study indicates that this should be accomplished by late fall of this year.

This State 2 Right of Way Program has a total estimated cost of $2,370,000 of which $2,180,000 is reserved as Federal-aid Interstate funds.

CC: Region with 2 PR-1
Wash. Proj. Coord. Div. - 1 PR-1
Wash. Prog. Anal. Div. PR-1
✓D. Chase-OSHD
C. Nelson-OSHD
H. R. Cox-OSHD

FORM E-123X 50M 7-65

RECEIVED
APR 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-105-4(115) 196
7637

April 7, 1966

Mr. Charles V. Stefanich
440-1/2 Kourt Drive
Eugene, Oregon 97402

Subj: Willamette River-7th Avenue Section
Interstate 105 - City of Eugene
Lane County

NOTED
F. B. KLABOE

Dear Mr. Stefanich:

Your letter of March 17 in regard to the Jehovah's Witnesses "Kindom Hall" located at 95 North Washington Street in Eugene has been reviewed and your questions will be answered as best we can. First, however, the probable sequence of events needs to be explained, along with the variations that may occur.

The first construction in this area will undoubtedly be the bridge over the Willamette River and the Interstate freeway on south to tie into 6th and 7th Avenues. This may be done in stages, with temporary connections from the bridge to Washington and Jefferson Streets, while the rest of the freeway is being built. The main freeway will be between Washington Street and Jefferson Street in your area.

The second phase, and this depends upon approval of our overall plan by the Bureau of Public Roads, would be construction of a portion of the proposed Mapleton-Eugene Highway from the freeway westerly, probably to River Road. The interchange between the Interstate freeway and the Mapleton-Eugene Highway would have ramps which would either go over or under the freeway with structures.

The third phase, which may or may not occur, would involve a facility suggested by the City of Eugene which would go from this interchange area easterly along the south side of Skinner Butte, tie into the Pearl and High Street couplet and possibly extend to tie into Franklin Boulevard some distance to the east. This phase, which is very much in the distant planning stage, coupled with the interchange ramps for the Mapleton-Eugene Interchange would be the things that could encroach on your property and possibly require it.

Since they both seem to be at least a few years in the future, it would seem that you should utilize the property as you see fit until a plan is finalized for the area.

To answer your questions:

Our current plans do not take your property at 95 North Washington Street. As discussed above, our future plans are too 'loose' to say that we definitely will not require the property. If our future plans require the property it will be a few years, at least, before you would have to vacate.

Our plan for the main freeway would place the edge of the freeway roadway approximately 200 feet in front of your property and the toe of the fill would be about 150 feet in front of your property. You would have access to both Washington and Cheshire Streets. If an interchange is designed only for the Mapleton-Eugene Highway and no allowance is made for the future connector to Pearl and High Streets, then the interchange ramp would probably come just to the west edge of Washington Street, across from your property. You would have access to Washington and Cheshire Streets. If the interchange is designed to incorporate the connector to Pearl and High Streets, your property might be required but this design is too far in the future to predict. There is, of course, always the possibility of an interchange design which would require your property and not be designed to incorporate the connecter.

The approach for the main freeway will be a fill. The interchange ramp would be on fill and either on structure or use retaining walls to stay out of those streets which are to remain open.

The main freeway will be approximately 20 feet above ground level. The interchange ramp, which is climbing to cross over the main freeway, would be about 30 to 35 feet above ground level in front of your property if designed as presently envisioned.

Enclosed is a sketch map showing the main freeway and, in red, one possible interchange for the future Mapleton-Eugene Highway. No attempt has been made to show a routing for a connector over to the Pearl and High Street couplet.

I hope that this information will be of some value to you and regret that we cannot supply concrete and final facts, but these we do not have and can make no good guess as to when we might have them.

Very truly yours,

Forrest Cooper
State Highway Engineer

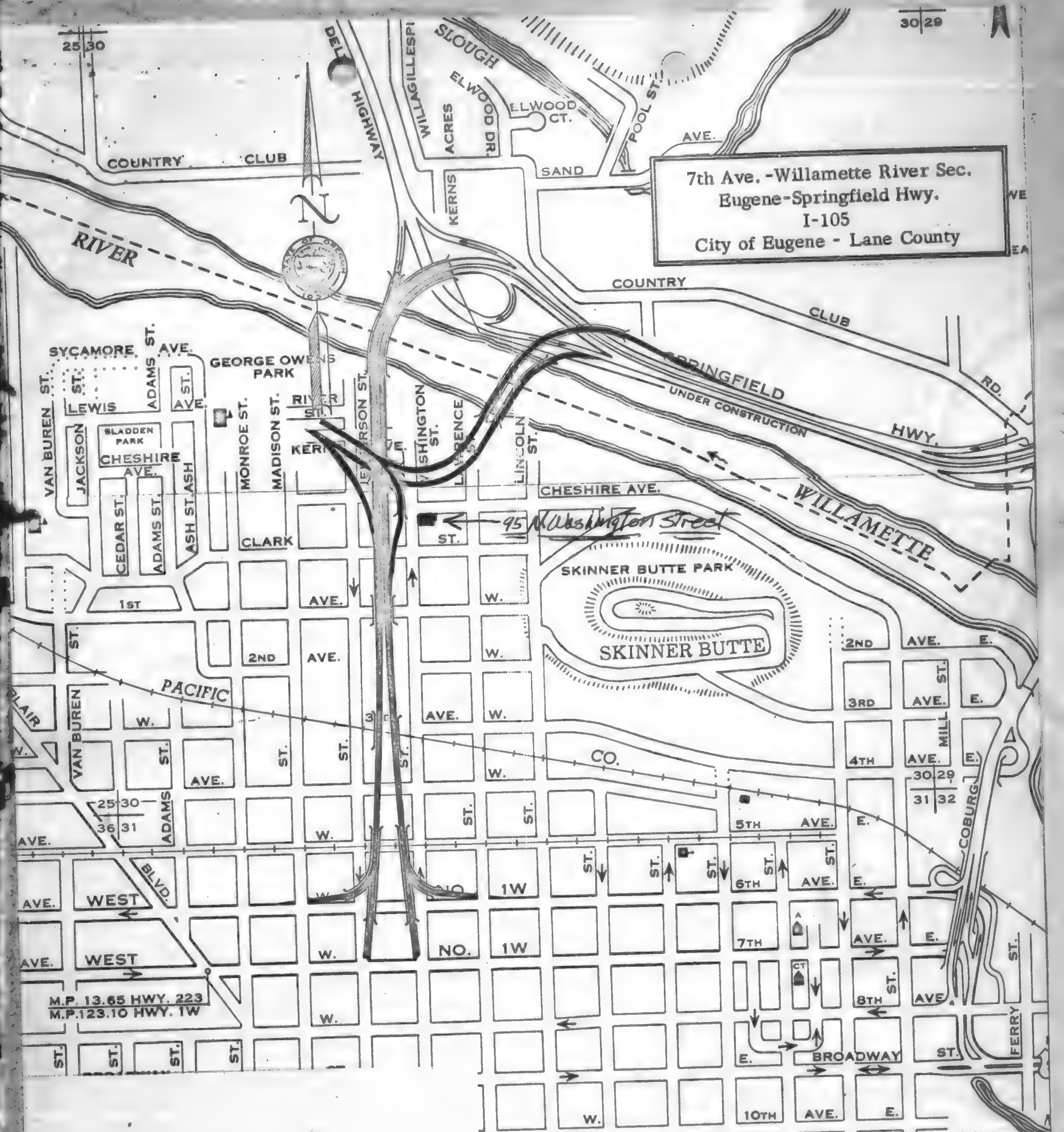
By aDOlson
A.D. Olson
Urban Engineer

Enclo.

DNS:jp

cc: F B. Klaboe

RECEIVED
APR 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER



7th Ave. -Willamette River Sec.
Eugene-Springfield Hwy.
I-105
City of Eugene - Lane County

95 N. Washington Street

N
RIVER
WILLAMETTE
COUNTRY CLUB
SAND AVE.
SLOUGH
DELTA HIGHWAY
WILLAGILLESPI ACRES
ELWOOD DR.
ELLWOOD CT.
KERNS
POOL ST.
COUNTRY CLUB RD.
SPRINGFIELD HWY.
UNDER CONSTRUCTION
SYCAMORE AVE.
GEORGE OWENS PARK
LEWIS AVE.
GLADDEN PARK
CHESHIRE AVE.
VAN BUREN ST.
JACKSON ST.
ADAMS ST.
CEDAR ST.
ASH ST.
MONROE ST.
MADISON ST.
RIVER ST.
KERNS
JEFFERSON ST.
WASHINGTON ST.
LAWRENCE ST.
LINCOLN ST.
CLARK ST.
SKINNER BUTTE PARK
SKINNER BUTTE
1ST AVE. W.
2ND AVE. W.
2ND AVE. E.
3RD AVE. E.
4TH AVE. E.
5TH AVE. E.
6TH AVE. E.
7TH AVE. E.
8TH AVE.
10TH AVE. E.
11TH AVE. E.
12TH AVE.
13TH AVE.
PACIFIC CO.
BLAIR BLVD.
WEST AVE.
NO. 1W
MILL ST.
COBURG RD.
FERRY ST.
BROADWAY ST.
OLIVE
WILLAMETTE
OAK
PEARL
LINCOLN
LAWRENCE
25 30
30 29
36 31
30 29 31 32
M.P. 13.65 HWY. 223
M.P. 123.10 HWY. 1W

March 17, 1966
Charles V. Stefanich
440½ Kourt Dr.
Eugene, Oregon 97402

Mr. Adrian Olson
212 State Hwy. Bldg.
Salem, Oregon

Dear Sir,

I am the overseer of the Eugene North Unit Congregation of Jehovah's Witnesses. We have a "Kingdom Hall" located at 95 North Washington street in Eugene; located on the North East corner of Cheshire and Washington streets.

With the advent of spring, our thoughts are turning to "spring cleaning", ie. repainting, repair and perhaps addition or improvment of our existing facilities. These plans perhaps would not be judicious or warranted if the plans of the Highway Engineers takes in our existing building and property. I have been informed that you are the only one who can appraise our situation and advise us at this time. If you can, would you please give us answers to the following questions?

1. Does your current plans take in our property at 95 North Washington street ?

2. If they do, when can we expect to have to vacate?

3. If the plans do not include our property, how far in front of us will the road be? Will we still have access on Washington and Cheshire streets?

4. Will the approach be a fill or concrete piling?

5. What will be the hight of the approach grade in front of our property if the road is to be in front of us?

We truly will appreciate your giving us your answers to any or all of these questions.

Yours truly,

Charles V. Stefanich

Charles V. Stefanich

Routing

3 Morgan
Decker
Bond
2 Barbee
Walker
Glenn
Swan

Paine
Morelock
Trout
Scott
Wills
Litchfield
1 Olson

RECEIVED
MAR 21 1966
CONSTRUCTION
DIVISION

RECEIVED
MAR 17 1966

FOR FILING

I-105-4(115) 196
7637

March 17, 1966

557

Mr. Ralph E. Hillier
Husband, Johnson and Hillier
Washburne Building
72 West Broadway
Eugene, Oregon 97401

Dear Mr. Hillier:

Re: 7th Street-Clark Street (Eugene)
Interstate 105, Lane County

This is in answer to your letter of March 3 addressed to Mr. Glenn L. Jackson, Chairman, State Highway Commission, regarding the fate of Mrs. Lila O. Wimer's property located on the northeast corner of 6th Avenue and Washington Street in the city of Eugene.

At present we are attempting to get approval of our plans by the Bureau of Public Roads which is necessary on all interstate projects. Until this is received, we cannot program any right-of-way purchases. If our present plan is approved, Mrs. Wimer's property will be needed in its entirety for right-of-way; however, no time of purchase can now be set.

Enclosed is a Right of Way Division pamphlet which explains the procedure used in the purchase of properties needed for highway purposes.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Mr. Glenn L. Jackson
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Victor D. Wolfe
Mr. F. B. Morgan
Mr. D. H. Moehring

DHS:jp srb

3020

MAR 7 66

HUSBAND, JOHNSON & HILLIER
ATTORNEYS AT LAW
WASHBURNE BUILDING
72 WEST BROADWAY
EUGENE, OREGON 97401
TELEPHONE 344-4226

DONALD R. HUSBAND
BEN A. JOHNSON
RALPH E. HILLIER
ROLFE CUTHBERT

March 3, 1966

REFERRED TO
Klahn
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Glen Jackson, Chairman
State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Jackson:

Mrs. Lila O. Wimer has consulted this firm concerning recent information obtained by her indicating that the State Highway Commission has adopted plans concerning the Washington-Jefferson Street connector and the entrance exit ramps concerning said street program on 6th Avenue and Washington Street, Eugene, Oregon. Some preliminary discussion has been had with your Right-of-Way Department concerning possible needs of property which Mrs. Wimer and her two sisters own consisting of a large duplex rental property on the northeast corner of that intersection.

As you can well understand, Mrs. Wimer and her sisters are interested in knowing definitely whether or not their business property will be affected by such plans and what timing and what procedure the State Highway Department will follow to acquire the property if the same is within the right-of-way needed by the Department.

We would appreciate your response as soon as practical.

Very truly yours,

HUSBAND, JOHNSON & HILLIER

Ralph E. Hillier

Ralph E. Hillier

REH:g

Oakes verbally discussed this in June 3, 1965 with Wimer
Guessed we might be dealing by Oct. '65

REFERRED TO
Olson
Asst. Const. Engr.

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
P...
Morelock
Trout
Scott
Wil...
Litchfield
Olsen

RECEIVED
MAR 9 1966
CONSTRUCTION DIVISION

RECEIVED
MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible] FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-105-4(115)196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1966

Mr. Kenneth C. Haynes
4272 Goodman Avenue
Riverside, California 92503

Subj: 7th Street-Clark Street (Eugene)
Interstate 105
Lane County

Dear Mr. Haynes:

This is in answer to your letter of February 13 regarding property located at 9 Jefferson Street, Eugene, Oregon.

Our previous letter of December 9, 1965 to you stated that we were awaiting Bureau of Public Roads' approval for our proposed Interstate route before programming right of way in your area. Approval has not been received so we cannot set a time when we will be negotiating for purchase of your land.

Again it is regrettable that no more definite answer can be given at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F D Morgan
F.D. Morgan
Construction Engineer

DNS:jp

cc: F.B. Klaboe ✓

RECEIVED
FEB 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Dec 3 1965 E

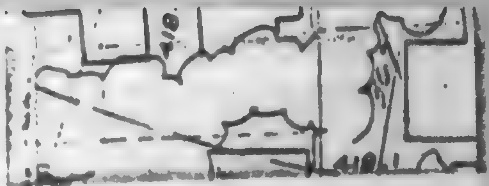
Routing

Morgan
Decker
Bend
/ Barbee
Walker
Glenn
Swan

Murdock
Trout
Scott
Wills

REFERRED TO
Olson
Asst. Const. Engr.

RECEIVED
DEC 6 1965
CONSTRUCTION
DIVISION



Dear Mr Morgan-

I am writing for information concerning the house at 9 Jefferson St. Eugene, Oregon-

We want to know when the state intends to buy this house.

We are unable to rent the house now. Our previous renters moved because they were afraid the house would be sold out from underneath them. We live in California now so we want to get this taken ~~to~~ care of. Please let us know what you intend to do.

Sincerely, Kenneth C. Haynes

RECEIVED
FEB 3 - 1966

FOR FILING
I-105-4 (115) 176
7637

February 2, 1966

Mr. E. G. Mortier
Superintendent, Building Inspection
City of Eugene
Department of Public Works
Eugene, Oregon 97401

381

Re: Willamette River-7th Avenue
I-105, City of Eugene
Lane County

Dear Mr. Mortier:

Reference is made to your letter of January 25 in regard to requested building permits for two apartment houses on the west side of Jefferson Street between 1st and 2nd Avenues.

We do not plan to take any property on the west side of Jefferson Street between these two blocks. I presume that the builders involved are aware of our plans to build the Interstate 105 freeway between Jefferson and Washington Streets and that it will be elevated on fill and structures and pass over 1st Avenue on the north and the railroad to the south.

We appreciate your efforts in bringing such changes to our attention so that future conflict may be avoided where possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

ADO:jp srb

CITY OF EUGENE
DEPARTMENT OF PUBLIC WORKS
EUGENE, OREGON 97401

January 25, 1966

Mr. F. B. Klaboe
State Highway Department
State of Oregon
Salem, Oregon 97310

Dear Sir:

As requested in your letter of April 6, 1965, please be informed that a building permit has been requested for two apartment houses to be located at 142 and 158 Jefferson Street in this City.

The proposed buildings would be located on the west side of Jefferson Street approximately midway between 1st and 2nd Avenues.

Very truly yours,

E. C. Mortier
Supt. of Building Inspection

ECM:km

RECEIVED
JAN 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1966
FOR FILING

I-105-4(115) 196
7637

FORM E-30X—80M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1966

To: Mr. L. H. Young
Office Engineer
Building

Attention: R. N. Chase

SUBJECT: Route Approval
Oak Hill-I-105 Section
Mapleton-Eugene Hwy. 220
&
7th Avenue-Willamette River Section
Eugene-Springfield Hwy. 227 (I-105)

City of Eugene and Lane County

See Mapleton-Eugene &c
Oak Hill-I-105

Herewith are two copies each of route maps for subject sections of highways within the Eugene metropolitan area. Please take the necessary steps to forward the pertinent data to the BPR in conformance to IM 50-2-65 to obtain the Bureau's approval.

One copy of each of these maps has been retained by this office and one copy each forwarded to the Highway Commission Secretary's office for filing.

Please note the reservations as listed in the cover letter from the City of Eugene in regard to construction matters. Copies of this letter will be forwarded to the appropriate parties.

H. S. Cox
County and City Engineer

By

D. N. Harwell

D. N. Harwell, Office Engineer

DNH:mm
Att.

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor Wolfe
L. H. Young
L. R. Chandler
F. D. Morgan
Dave Moehring
F. B. Crandall
Floyd Query

NOTED
FLOYD QUERY

Hwys 220-221
I-105
Eugene

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON, 97401

January 25, 1966

NOTED
H. S. COX

NOTED
DON HARWELL

Forrest Cooper, Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

With this letter are the signed copies of location maps for the Oakhill/I-105 Section Mapleton-Eugene Highway and 7th Avenue-Willamette River Section, Eugene-Springfield Highway I-105 as approved by the Eugene City Council on January 25, 1966.

In giving its approval to the 7th Avenue-Willamette River Section Eugene-Springfield Highway I-105, the Council action included the following reservations:

1. Further consideration be given to extending the easterly ramp to 7th Avenue over 7th and coming to grade at 8th.
2. Adequate vehicular and pedestrian access and visual clearance be provided under the south end of all three Willamette River Bridge structures to maintain continuity of the river bank park area.
3. Further study be given to the handling of traffic at 1st and Washington and Jefferson during the interim when the new bridge traffic is brought to grade near Clark Street.

In addition, the Council is concerned that vehicular access be provided to the west end of the riverfront park property, either by an overpass of the Eugene-Mapleton Highway over Polk Street or some connection to River Road north of the proposed interchange.

We are very pleased to see the completion of this step toward realization of these two facilities. We know they will be of inestimable value to our community and to the State system. Thank you for your assistance.

Very truly yours,

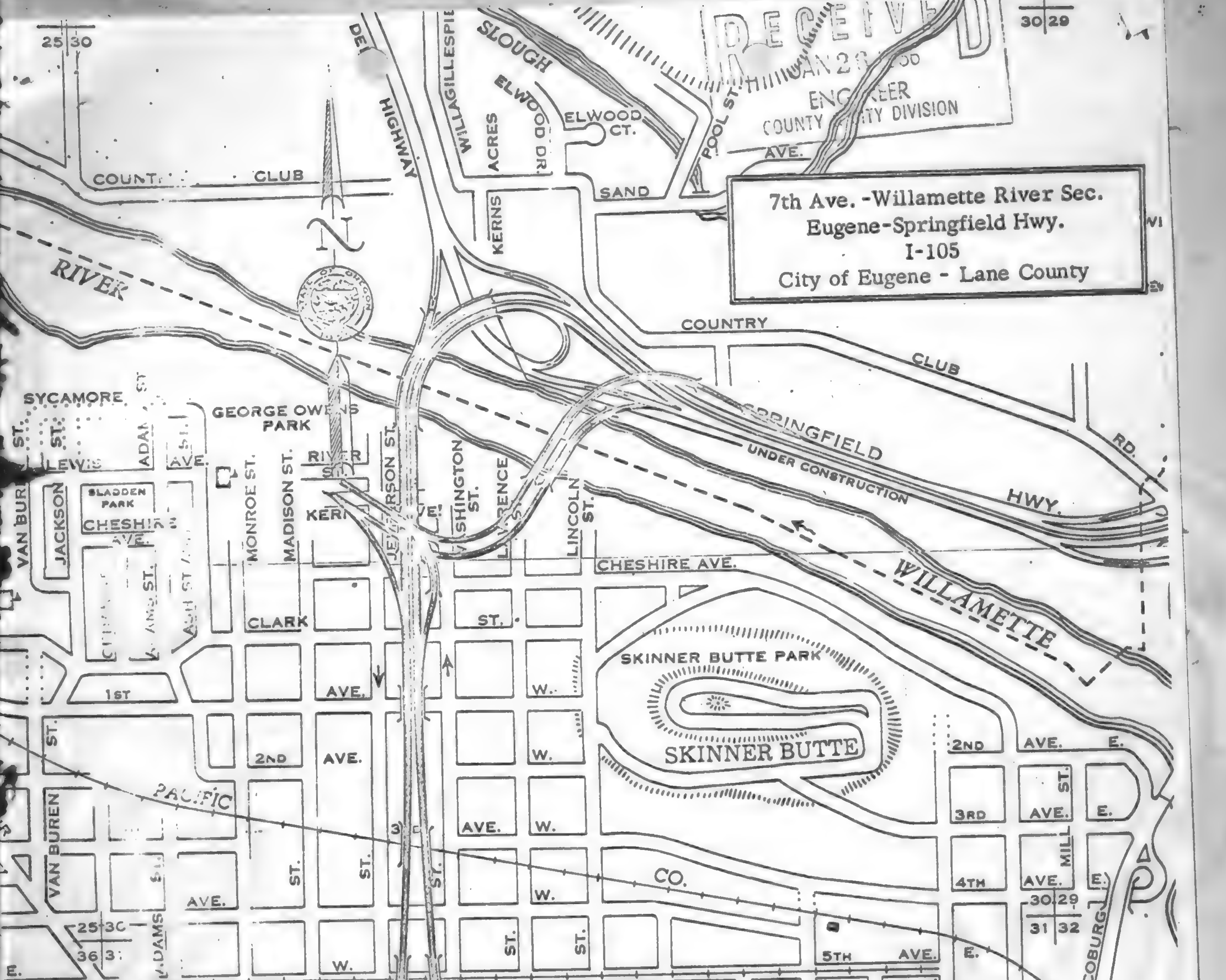
Hugh McKinley
City Manager

RECEIVED
JAN 26 1966
ENGINEER
COUNTY & CITY DIVISION

HM:d
Encls

cc: Young - Cooper - Porter
Kloboe - Edwards - Morgan

FILES


25|30
30|29
RIVER
WILLAMETTE
SLOUGH
DELTA HIGHWAY
WILLAGILLESPIE
ACRES
ELWOOD DR.
ELWOOD CT.
KERNS
POOL ST.
AVE.
SAND
COUNTRY CLUB
COUNTRY CLUB RD.
SPRINGFIELD HWY.
UNDER CONSTRUCTION
N
SYCAMORE ST.
ADAMS ST.
LEWIS AVE.
GEORGE OWENS PARK
RIVER ST.
KERN
MONROE ST.
MADISON ST.
JEFFERSON ST.
WASHINGTON ST.
LAWRENCE ST.
LINCOLN ST.
VAN BUREN
JACKSON
GLADDEN PARK
CHESHIRE AVE.
CHESHIRE AVE.
CLARK ST.
1ST AVE. W.
SKINNER BUTTE PARK
SKINNER BUTTE
2ND AVE. W.
2ND AVE. E.
PACIFIC CO.
3RD AVE. W.
3RD AVE. E.
4TH AVE. E.
MILL ST.
30|29
31|32
COBURG
5TH AVE. W.
5TH AVE. E.
6TH AVE. E.
WEST
7TH AVE. E.
NO. 1W
M.P. 13.65 HWY. 223
M.P. 123.10 HWY. 1W
8TH AVE.
BROADWAY
FERRY ST.
10TH AVE. E.
11TH AVE. E.
12TH AVE.
13TH AVE.
LINCOLN
OLIVE
WILLAMETTE
OAK
PEARL

RECEIVED
JAN 2 [illegible] 1966
ENGINEER
COUNTY [illegible] DIVISION

7th Ave. -Willamette River Sec.
Eugene-Springfield Hwy.
I-105
City of Eugene - Lane County

APPROVED
CITY OF Eugene, Oregon
BY MAYOR E. E. Cone
BY RECORDER Norma Beaty
DATE January 25, 1966

FORM 2-123X
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1966
NG

I-105-4(115) 196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 6, 1966

City Council of Eugene
City Hall
Eugene, Oregon

Attention: Mr. Hugh McKinley, City Manager

Gentlemen:

In regard to the proposed location and construction of the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway No. 227 (I-105) in Eugene, on December 30, 1965, we delivered to you maps for your consideration and approval. The proposed location was erroneously shown as compared to the proposal previously discussed by City and Highway Department staff members.

Enclosed therefore are five copies of a revised exhibit map for your consideration and approval. If you approve, please return four signed copies of the map to this office and retain the extra copy for your files.

The Bureau of Public Roads has requested that we obtain this approval in order to comply with the Bureau's rules and regulations. We therefore request your earliest consideration and approval so we may receive the concurrence of the B.P.R.

Also enclosed for your information are copies of the map delivered to you on December 30, 1965.

If any questions arise on this matter, please feel free to call on this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

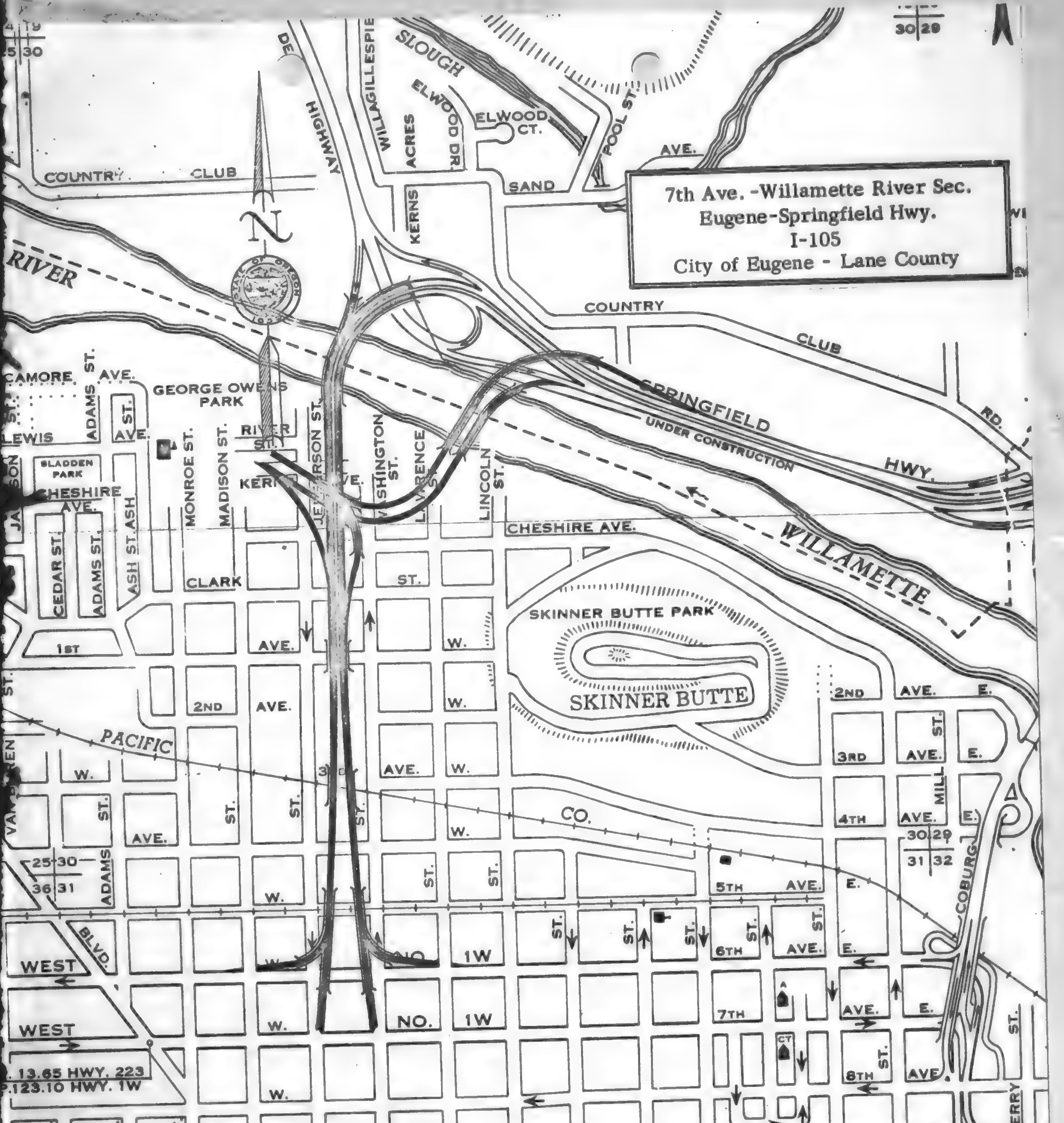
H. S. Cox

By: H. S. Cox
County and City Engineer

DNM:mm
Encl.
bc: Forrest Cooper
R. L. Porter
Tom Edwards
L. H. Young
F. B. Klaboe
L. R. Chandler
Dave Moehring
Victor Wolfe
F. D. Morgan
F. B. Crandall

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER



7th Ave.-Willamette River Sec.
Eugene-Springfield Hwy.
I-105
City of Eugene - Lane County

N
COUNTRY CLUB
SAND AVE.
SLOUGH
HIGHWAY
WILLAGILLESPIE ACRES
ELWOOD DR.
ELWOOD CT.
POOL ST.
KERNS
RIVER
COUNTRY CLUB RD.
SPRINGFIELD HWY.
UNDER CONSTRUCTION
WILLAMETTE
GEORGE OWENS PARK
CAMORE ST.
ADAMS ST.
LEWIS AVE.
BLADDEN PARK
CHESHIRE AVE.
RIVER ST.
KERNS AVE.
MONROE ST.
MADISON ST.
JEFFERSON ST.
WASHINGTON ST.
LAWRENCE ST.
LINCOLN ST.
CHESHIRE AVE.
CEDAR ST.
ASH ST.
CLARK ST.
1ST AVE. W.
2ND AVE. W.
3RD AVE. W.
4TH AVE. W.
5TH AVE. E.
6TH AVE. E.
7TH AVE. E.
8TH AVE.
BROADWAY ST.
10TH AVE. E.
11TH AVE. E.
12TH AVE.
13TH AVE.
PACIFIC CO.
SKINNER BUTTE PARK
SKINNER BUTTE
2ND AVE. E.
3RD AVE. E.
4TH AVE. E.
MILL ST.
COBURG
FERRY ST.
VAN BUREN
ADAMS
WEST BLVD.
WEST NO. 1W
W. NO. 1W
P. 13.65 HWY. 223
P.123.10 HWY. 1W
OLIVE
WILLAMETTE
OAK
PEARL
LINCOLN
CT
30 29
31 32
25 30
36 31

PROVED
Y OF
MAYOR
RECORDER
E

ECEIVED
DEC 29 1965

UNITED STATES GOVERNMENT

Memorandum

105-4(115)196

7637

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 16, 1965

In reply refer to: 08-35-EC

O : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ROM : A. W. Parsons, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project I-105-4(111)197
Willamette River - 7th Avenue

Mr. Young's November 30 letter transmitted support data for a proposed right of way project on I-105 within the urbanized area of Eugene. Our review of your submission under the provisions of IM 50-2-65 indicates your submission needs further clarification, as noted below, prior to our forwarding this project to Washington:

1. Documentation furnished is not adequate to permit a judgment concerning the formal acceptance of this project by the local affected jurisdiction. We do not consider informal excerpts from public hearing testimony as furnished as adequate. Signed maps or other official documents would be appropriate.

Put on metro planning

2. You advise that transit improvements are not anticipated. This does not appear consistent with normal city development, particularly on a portion of an urban area interstate system. Additional support of your negative statement would be appreciated.

3. The existing (1964) traffic based upon O & D information was assigned to the first test on background systems, as shown on the attached map. This volume was projected to 1980 by use of preliminary selected land use information from the affected area. The use of 1980 design year on the PR-1 form is not in accordance with current regulations. We note that extrapolation of the traffic volume as shown to 1985 appears to produce a design hour volume exceeding the proposed four-lane capacity.

The network to which traffic was assigned does not include the portion of the Roosevelt Highway between I-105 and Franklin Blvd., which is delineated on the future land

(more)

orig to Young w/ encls.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

use map furnished by the Central Lane Planning Council. Incorporation of this facility in the traffic assignment test system would undoubtedly reduce the design year traffic on I-105 to a realistic volume that could be accommodated by the proposed facility.

Furthermore, it appears inconsistent and possibly distorting to utilize only a selective portion in a test system rather than the whole complex.

4. Additional support of the general statement concerning terminal facilities should be provided.

5. We assume comparative cost estimates have been prepared showing both fill construction and viaduct construction. As this item could affect right of way needs, some support should be provided for your selection of the fill construction, as indicated on the PR-1 form.

In view of the above considerations the proposed project documentation as submitted is hereby returned, except one copy retained for our files. We will anticipate your resubmission of these documents revised so as to enable us to be able to give a favorable recommendation to permit our forwarding this project to Washington.

Enclosure

FORM 2-123X 50M 7-68

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 15 1965
FOR FILING

I-105-4(115) 196
7637

December 13, 1965

Southern Pacific Company - San Francisco
Oregon Electric Railway Company
Eugene Water and Electric Board
Pacific Northwest Bell Telephone Company
City of Eugene - ATTN: Mr. Donald Gilman

Re: Preliminary Right of Way Map
7th Street-Willamette River
Eugene-Springfield Highway
Lane County

NOTED
F. B. KLABOE

Gentlemen:

Enclosed you will find _____ print(s) of the preliminary right of way map, our file #8B-34-14. This right of way map covers the 7th Street-Willamette River Section of the Eugene-Springfield Highway.

This project has not yet been placed on our tentative schedule of contract lettings.

This information is being submitted to you in accordance with our policy of supplying Utilities and Railroads our latest thinking at the earliest possible date. Further information will be sent as it becomes available.

Mr. John E. Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, is the Field Utilities Liaison Engineer for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RMF:bjm
enc.

cc: Southern Pacific Company - Portland
F. B. Klaboe
L. R. Chandler
J. E. Holcomb

R
STAT

RECEIVED
DEC 10 1965

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

I-105-4(115) 196.
7637

December 10, 1965

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
[illegible]
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 13 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The title sheets of the following listed highway projects transmitted to us by your letter dated November 23, 1965 have been reviewed. We anticipate no fishery conflicts; thus the projects are approved.

7th Avenue-Willamette River Section, Eugene-Springfield Highway (I-105), Lane County.

Myrtle Point-Powers Junction Section, Coos Bay-Roseburg Highway, Douglas County.

Jenkins Road-Tualatin Valley Highway, FAS 630, Washington County.

John Day River (Stewarts) Bridge Section, John Day Highway, Grant County.

The North Unit, Siletz-Toledo Section, Siletz Highway, Lincoln County, title sheet indicates a 10 x 10 PCBS, 195' long on a 0.32% grade. We have reviewed this culvert with the Oregon State Game Commission and agree that the floor of the culvert should be sloped preferably to the center so as to create a low flow channel for fish passage at normal flow periods.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw K Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

12-14-65 Copies Sent to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

FORM E-[illegible] 80M 2-63
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 14 1965
FOR FILING

I-105-4(115)176
7637

December 9, 1965

Mr. Kenneth C. Haynes
4272 Goodman Street
Riverside, California

Subj: 7th Street-Clark Street (Eugene)
Interstate 105
Lane County

Dear Mr. Haynes:

This is in answer to your inquiry of December 3 regarding property located at 9 Jefferson Street, Eugene, Oregon.

A field investigation has determined that this property lies in the southeast corner of the intersection of Clark and Jefferson Streets. Since this is an Interstate route, we have applied to the Bureau of Public Roads for programming of right of way purchases in this area. To date no approval has been received.

Let me assure you this matter is being actively pursued and as soon as approval is received the Department will do its utmost to settle the right of way questions quickly.

I am sorry a more definite answer cannot be given at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.D. Morgan
F.D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

DNS:jp

cc: F.B. Klaboe ✓

RECEIVED
DEC 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

cc Mckinny

AFTER FIVE DAYS RETURN TO

Kenneth C. Haynes
4272 Goodman St.
Riverside, Calif.

RIVERSIDE
DEC 3
PM
1965
CALIF.

8¢ U.S. AIR MAIL

Dec 3 1965 Routing E

REFERRED TO
Olson
Asst. Const. Engr.

Morgan
Decker
Bend
1 Barbee
Walker
Glenn
Swan

[illegible]
Trout
Scott
Wills
[illegible]
Olsen

RECEIVED
DEC 3 1965
CONSTRUCTION
DIVISION

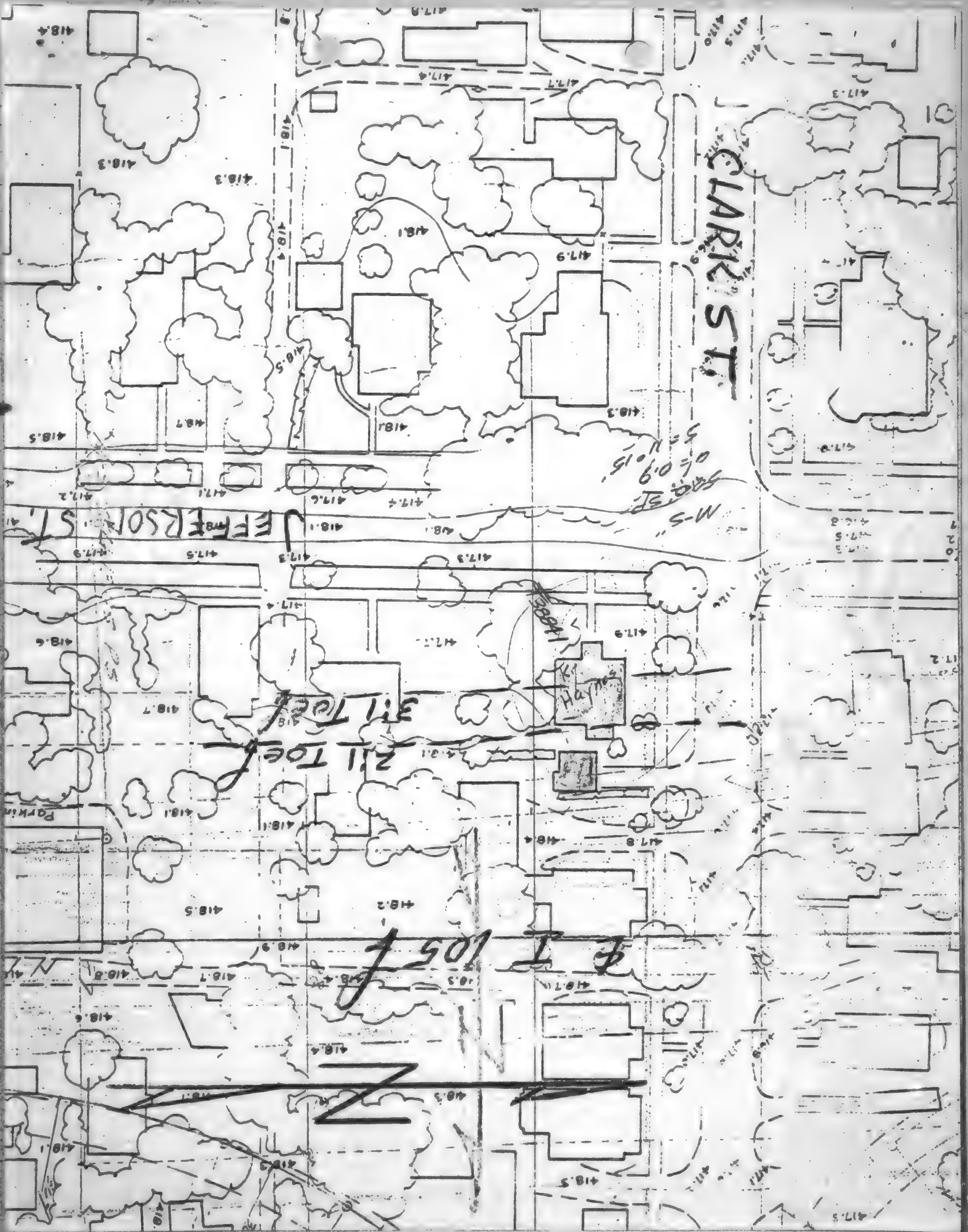
Dear Mr Margan-

I am writing for information concerning the house at 9 Jefferson St. Eugene, Aregon-

We want to know when the state intends to buy this house.

We are unable to rent the house now. Our previous renters moved because they were afraid the house would be sold out from underneath them. We live in California now so we want to get this taken to care of. Please let us know what you intend to do.

Sincerely, Kenneth C. Haynes



CLARK ST.
JEFFERSON ST.
Haynes
Parking
418.4
418.3
418.1
418.5
418.7
418.2
417.9
417.3
417.4
417.7
417.8

Porter

RECEIVED
DEC 30 1965
FOR FILING

I-105-4(115)196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 6, 1965

Jaqua and Wheatley
Attorneys at Law
825 East Park
Eugene, Oregon

Attention: Mr. John E. Jaqua

Dear Sirs:

We have received your inquiry of December 1, 1965 in regard to the property owned by Dr. and Mrs. Herrick A. Wheeler in Eugene.

Although it appears from present plans that it will be necessary for the State to acquire this property for the extension of I-105, the Eugene-Springfield Highway, into Eugene, no action can be taken at this time to acquire the property.

After the Bureau of Public Roads approves our design and the purchase of right of way, it will be necessary for us to appraise before we can begin negotiation. We hope we will be in this position early in 1966, and we will contact you at the earliest possible time.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:jp
cc: R. L. Porter
G. E. Rohde
L. W. Riley

RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JAQUA & WHEATLEY
ATTORNEYS AT LAW
825 EAST PARK
EUGENE, OREGON

JOHN E. JAQUA
WILLIAM G. WHEATLEY
JACK A. GARDNER

TELEPHONE
DIAMOND 5-8553

December 1, 1965

Moehring
Please Answer

State Highway Department
Salem, Oregon

Attention: Mr. Forrest Cooper

RECEIVED
DEC 3 1965
[illegible] RIGHT OF WAY

Re: Wheeler, Herrick A.

Dear Mr. Cooper:

Foster

We represent Dr. and Mrs. Herrick A. Wheeler who own the Wheeler Veterinary Clinic located on West 1st Street between Washington and Jefferson Streets in Eugene. It is our understanding that it may be necessary for the State to acquire this property and if so it is encumbent upon the Wheelers to make some long-range plans for redevelopment of their business.

It would be appreciated if you would forward to me a strip map in connection with the proposed land to be acquired and advise as to the estimated time of the acquisition of these properties.

Your cooperation in this matter is appreciated.

Sincerely yours,

JAQUA & WHEATLEY

JE Jaqua

John E. Jaqua

RECEIVED
DEC 6 1965
RIGHT OF WAY

JEJ:pm

RECEIVED
DEC 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 2 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 8 - 1965
FOR FILING

Commissioners
e L. Phillips, Baker
Chairman
Gro[illegible], Coquille
Vice-Chairman
P. Amacher, Winchester
at Metke, Bend
h W. Smith, Klamath Falls

-105-1(115)176
7637

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 3, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of November 23, 1965, which requested our comments on five projects.

After reviewing the plans, we approve the following, as having no conflict with wildlife resources.

1. 7th Avenue-Willamette River Section, Eugene-Springfield Highway, Lane County.
2. Myrtle Point-Powers Junction Section, Coos Bay-Roseburg Highway, Douglas County.
3. Jenkins Road-Tualatin Valley Highway Section, FAS 630, Washington County.
4. John Day River(Stewarts)Bridge Section, John Day Highway, Grant County.

We will reply regarding the other project, North [illegible], Siletz-Toledo Section, in a short time. We are concerned about the fish passage through the box culvert on Mill Creek. Some modification may be requested to provide ample depth of water in low flow periods.

Thank you for requesting our comments regarding these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:cm

cc: Director CFC

12-6-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

RECEIVED
OCT 27 1965
FOR FILING

Form CD-121
(11-63)
(Pres. by

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-105-4(115)196
7637

KLABOE
EDWARDS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 21, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-105-4( )195
Eugene Spur

Mr. Olson's letter dated October 11 requested our approval of the design of the Mapleton-Eugene Hwy.-Delta Freeway- and Interstate 105 complex in Eugene.

A major concern for this whole complex is the merging of three freeways into a single freeway which then unloads into a city street couplet at 6th and 7th Streets. The advisability of locating the Mapleton-Eugene freeway so that it makes a terminal connection with I-105 is seriously questioned. We believe that a full study of alternate locations should be made and every attempt made to disperse the traffic load over a larger area of the city.

This office will be very reluctant to approve any design for the section of I-105 from The Delta Freeway interchange to the 6th & 7th Street couplet that is predicated on the Mapleton-Eugene freeway connecting to I-105, unless it can be shown that other alternate locations for the Mapleton-Eugene freeway have been studied and that this location is the only logical choice based on the comprehensive study now in progress.

Before approval of the 6th & 7th Street connections is made, the design must be based on the premise that the Washington-Jefferson Street freeway will extend southerly beyond the terminus of I-105 at 6th & 7th Streets. A quick check of the capacity of the Washington-7th Street intersection indicates an 18% deficiency in the available green time for the PM traffic.

It is suggested that a workable design for the Delta Freeway interchange to be connected to I-105 be developed similar to the design approved on February 1, 1961.

Copy to Edwards
10-22-65

NOTED
F. B. KLABOE

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Morgan
By Asst. State Hwy. Engr.

copy to Young
10-26-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 9 1965
FOR FILING

COMMISSIONERS
LENN L. JACKSON, CHAIRMAN
ENNETH N. FRIDLEY, MEMBER
WASCO
AVID B. SIMPSON, MEMBER
PORTLAND

-105-4(115) 19B
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 11, 1965

Subj: Willamette River-7th Street Section
Interstate 105 - Eugene

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Attention: Mr. Gordon Brooks

NOTED
F. B. KLABOE

Dear Sir:

Enclosed are three copies of traffic data on the interchanges and connecting highways and streets for the section of Interstate 105 in Eugene. These are based on the Eugene Area Transportation Study 1964, factored to 1985. These are as requested prior to your further study of the interchanges and their ramp designs.

Also enclosed is an analysis of the weaving section which would occur if a separate structure is not used for traffic from Interstate 105 westbound on to the proposed Mapleton-Eugene Highway.

Please review this data as soon as possible and give approval of our designs since this data supports our previous recommendations, or send us your recommended revisions so that we may proceed with this project.

Very truly yours,

Forrest Cooper
State Highway Engineer

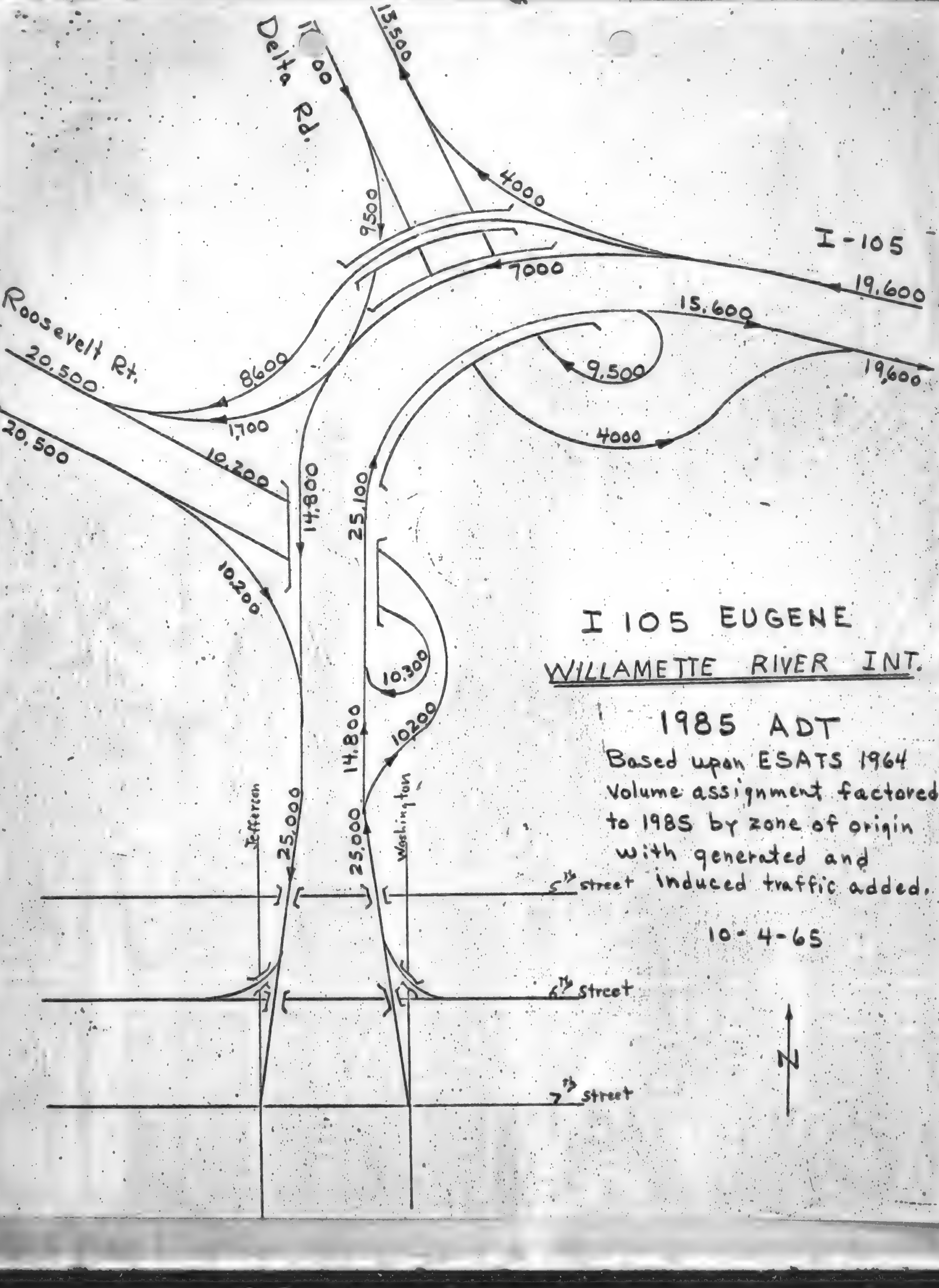
By A D Olsen
A.D. Olsen
Urban Engineer

Enclo.

ADO:jp

cc: Tom Edwards
F.B. Klaboe

RECEIVED
OCT 1 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER


Delta Rd.
17[illegible]00
13,500
9500
4000
I-105
7000
19,600
15,600
19,600
9,500
4000
Roosevelt Rt.
20,500
8600
1,700
20,500
10,200
14,800
25,100
10,200
10,300
14,800
10,200
Jefferson
25,000
25,000
Washington
5th street
6th street
7th street
N

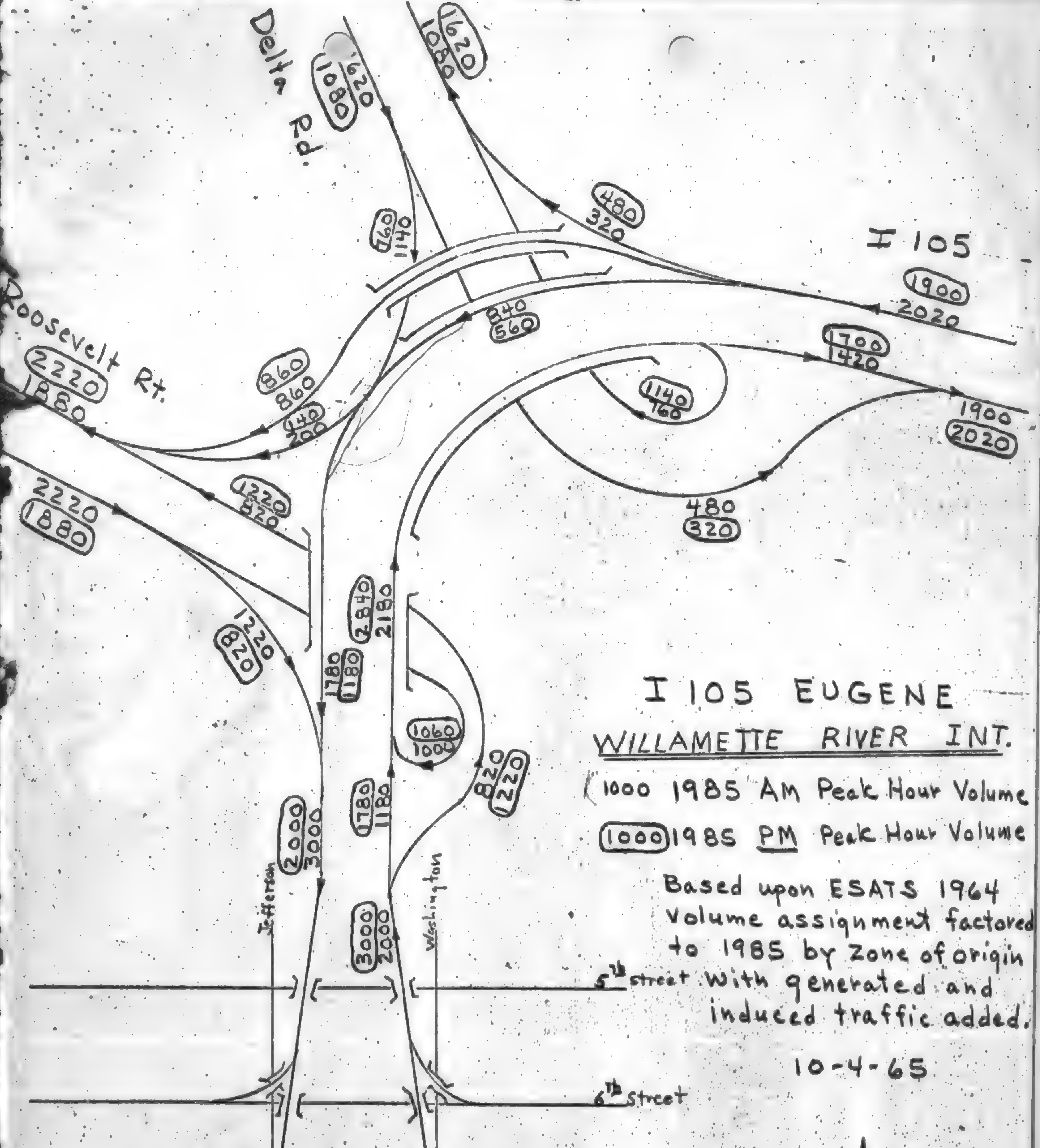
I 105 EUGENE

WILLAMETTE RIVER INT.

1985 ADT

Based upon ESATS 1964 volume assignment factored to 1985 by zone of origin with generated and induced traffic added.

10-4-65


Delta Rd.
1620
1080
1080
1620
1620
1080
760
1140
480
320
I 105
1900
2020
840
560
1700
1420
Roosevelt Rt.
2220
1880
860
860
1140
760
140
200
1900
2020
480
320
1220
820
2220
1880
1220
820
2840
2190
1780
1180
1060
1000
820
1220
1780
1180
2000
3000
3000
2000
Jefferson
Washington
5th street
6th street
7th street
N

I 105 EUGENE

WILLAMETTE RIVER INT.

1000 1985 AM Peak Hour Volume

(1000) 1985 PM Peak Hour Volume

Based upon ESATS 1964 volume assignment factored to 1985 by zone of origin with generated and induced traffic added.

10-4-65

ANALYSIS OF WEAVING SECTION

I-105 — EUGENE

Willamette River Interchange

The following analysis is based upon "Highway Capacity Manual" as revised by HRB Bulletin No. 167 "Highway Capacity Studies" page No. 39

$F_1 = 240 \quad W_1 = 1120 \quad W_2 = 1030 \quad C = 1200^*$

Percent trucks = 5 during peak hour

Passenger Car equivalent = 5 at 30MPH truck speed.

Length of weaving section = 475 feet

$$\text{No. of Lanes} = \frac{1120 + 3(1030) + 240}{1200}$$

No. of Lanes = 3.7

Necessary length of weaving section to operate with 2 lanes:

$$2 \text{ lanes} = \frac{1120 + x(1030) + 240}{1200}$$

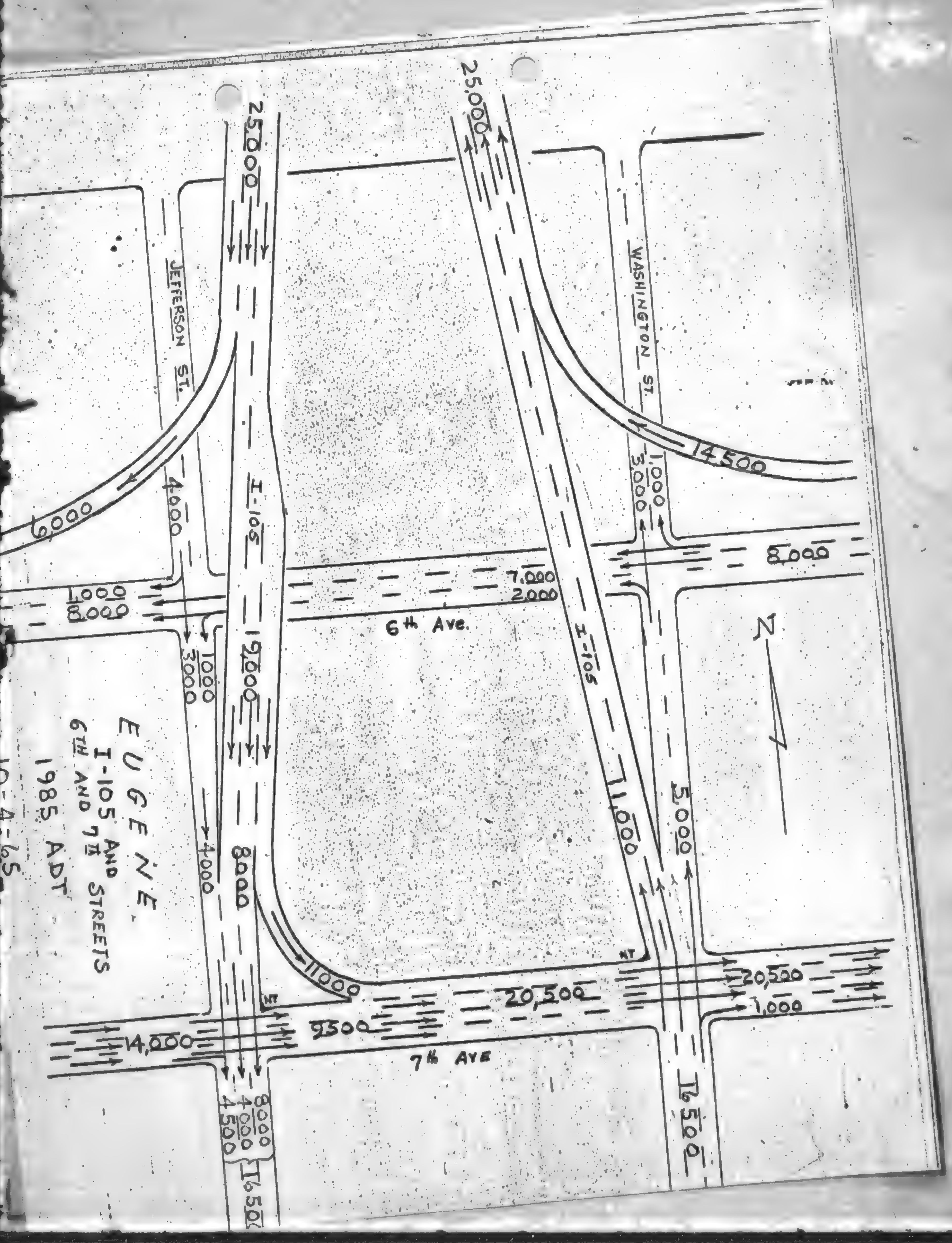
$$x = 1.01$$

$$\frac{2(700)}{L} + 1 = 1.01$$

$L = 1400$ feet of 2 lane weaving section.

* "C" (capacity) of 1200 was used due to the approach and exit roadways being ramps.

10-4-65


EUGENE
I-105 AND
6TH AND 7TH STREETS
1985 ADT
10-4-65
25,000
25,000
JEFFERSON ST.
WASHINGTON ST.
6000
4000
I-105
14,500
1,000
3,000
8,000
7,000
2,000
1,000
8,000
6th Ave.
1000
3000
19,000
I-105
N
11,000
5,000
4,000
8000
11,000
20,500
20,500
1,000
9500
14,000
7th Ave
8000
4000
4500
16,500
16,500

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
1 1965

I-105-4(115)196
7637

October 1, 1965

7th Street-Willamette
River Section
Eugene-Springfield Highway
Lane County

Mr. Paul R. Lafferty
P. O. Box 3351
Eugene, Oregon

Dear Mr. Lafferty:

In reply to your letter of September 16 addressed to Mr. Forrest Cooper in regard to your property at 340 Washington Street in Eugene, we will be pleased to contact Mr. Darling when negotiations have been approved.

NOTED
R. L. PORTER

We wish to thank you for your interest in this matter and we will call on Mr. Darling at the earliest possible time.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

John R. Oakes
Assistant Right of Way Engineer

JRO:SM
cc: R. L. Porter ✓
G. E. Rohde
Stanley Darling

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 5-129X 50M 12-60
COMMISSIONERS
GLENN [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
AUG 25 1965

I-105-4(115)196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 20, 1965

City of Eugene
Department of Public Works
Eugene, Oregon 97401

ATTN: Mr. John Porter
Planning Engineer

Re: Willamette River-7th St. Section
I-105
Lane County

Dear Sir:

Reference is made to your letter and sketch in regard to a proposed warehouse to be constructed at 147 S. Washington Street.

If this is in the block south of First Avenue and east of Washington Street, we have no plans which would require any of the property.

The over-all plan which was previously submitted to you still covers the area of our interest. If further negotiation with the Bureau of Public Roads causes an expansion of this area, we will foreward that information to you as soon as possible.

We appreciate your interest and cooperation in this matter.

Very truly yours,

F. D. Morgan
Construction Engineer

By

NOTED
F. B. KLABOE

A. D. Olson

A. D. Olson
Urban Engineer

ADO:rw

cc: L. R. Chandler
G. K. Ansell
F. B. Klaboe

RECEIVED
AUG 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 12 1965
FOR FILING

I-105-4(115)196
17637

June 24, 1965

Agenda
3b-4

6-1-65

Hon. Edwin E. Cone
Mayor of Eugene
City Hall
Eugene, Oregon

Dear Mayor Cone:

The State Highway Commission at its meeting on June 1, 1965, adopted a survey concerning improvement on the Seventh Avenue-Willamette River Section of the Eugene-Springfield Highway.

You will recall that a public hearing on this project, known then as Seventh Street-Clark Street Section, was held in Eugene on February 3, 1965, and a transcript of the hearing was sent to you.

This resolution also designates this section as a secondary highway and establishes it as a throughway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 124-c" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

Att.

cc: Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

V. D. Wolfe

RECEIVED
MAY [illegible] 1965

R/W
g - Spf Sec

May 7, 1965

Oregon State Highway Commission

Gentlemen:

The survey on the Seventh Avenue-Willamette River Section of the Eugene-Springfield Highway (I-105) has been completed. The public hearing was held on February 3, 1965.

The only question raised on the design was by the City of Eugene and Lane County. They requested that we study an alternate proposal to build this entire facility on structure instead of on areas of embankment. This suggestion was studied and it was found that it would cost an additional $400,000 to use structures. The city and county were both notified and were informed that we were going to proceed with the original plan unless they could furnish us additional information on this subject. They have not done so to date.

This is part of the Interstate System and will be financed with Interstate Funds. The estimated cost of construction is $4,400,000; the estimated cost of right-of-way is $1,900,000, for a total estimated cost of $6,300,000. The length of this section is 0.80 mile. Attached is a map for your information. I request your approval of the survey and authority to purchase the necessary rights-of-way.

This will be on the agenda for the June 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright
L. R. Chandler

DJB:rw bg

EIVED
R 2 1 1965
R FILING

105-4(115)196

7637

677 Cottage Street, S.E.
Salem, Oregon - 97301

April 19, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Doc
Eng. Coordinator

08-35.4-RC/710.11
I-105-4(103)195

A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Doc
Engineering Coordinator

Oregon Interstate Program

In response to Mr. Young's April 16, 1965 letter on the following portion of this preliminary engineering project, you are authorized to proceed with preparation of construction plans (P.S. & E.) effective this date:

Item	Project	Location	Authorization	
136	I-105-4(103)195	Clark Ave.-7th Ave.	PE	PS & E

This authorization is for a total estimated cost of $15,000 of which $13,000 is reserved as Federal funds.

orig to Young
4-21-65

RECEIVED
APR 12 1965
FOR FILING

I-105-4(115)196
7637

477 Cottage Street NE.
Salem, Oregon 97301

April 8, 1965

08-35.3/
I-105-4(——)195

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Interstate Route 105 - Approval of specific location

An extension of FAI Route 105 from Clark Avenue to Seventh Avenue was approved August 1, 1962. The specific location of the portion of the route north of the intermediate control point at Clark Avenue was approved on May 23, 1961.

The specific location of the section of this route between the intermediate control point at Clark Avenue and Seventh Avenue, as described in your letter of April 7, and as shown on the map attached thereto, is approved affective this date.

This approval is given with the understanding that the above mentioned section is acceptable as a portion of Interstate Route 105, within which ultimate full control of access and other standards described in PPM 20-4 can and will be obtained. It is noted that a public hearing was held on February 3, 1965 covering this portion of the route.

orig to Young
4-12-65

RECEIVED
APR 7 - 1965

FOR FILING
Const
A/H
Eugene - Spf Sec

April 7, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

For your approval, we submit herewith a map showing control points and final location of the Clark Ave.-7th Ave. Section of I-105 in Eugene.

The route shown is an extension of the previously approved section from I-5 to Clark Avenue and is the only feasible location with this in view.

There is no present highway to service or maintain.

The proposed location is one on which alternate full control of access and other standards described in PPM 20-4 can and will be obtained.

Similar feasible locations that can be improved to complete control of access standards are available on the adjoining sections of the interstate route.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:mb
Att.
cc: R. L. Porter
F. B. Kimmons
F. B. Morgan
F. Crandall
J. Owens
M. E. Chase

FORM CD-121 (9-22-58)
(PRES. BY A.O. 206-10)

YOUNG —
RANDALL
[illegible]
MERCHANT

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street N.E.
Salem, Oregon

DATE: August 7, 1962

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
08-35.3 Salem, Oregon

SUBJECT: Interstate Route 105 - Eugene

Reference is made to your June 19 letter requesting a 0.65 mile extension of FAI Route 105 in Eugene. This submission has been favorably reviewed by the various Bureau offices, and the system extension can be considered as being approved.

The Eugene Spur was added to the Interstate System on September 15, 1955. The description of FAI Route 105 was approved on December 8, 1959 as follows:

> "From a junction with Interstate Route 5 east of Eugene into Eugene."

The specific location for the section between intermediate control points FAI-5 and Coburg Road was approved on July 30, 1956 and that for the section between Coburg Road and Clark Avenue was approved effective May 23, 1961.

The purpose of this Interstate spur is to provide service to the city of Eugene. The recently completed Highway Study for the Eugene-Springfield Area included the proposed extension as a freeway portion of the innerbelt highway system for Eugene. This study was conducted as a research project on the gravity model method. This procedure is to be checked by the traditional origin-destination urban transportation study by your department in the next few years. We recommend that this follow-up study be conducted in the near future to provide confirmation as to the validity of the above method as well as to provide firmer traffic estimates for actual design purposes for the Willamette River-Seventh Avenue Section of FAI Route 105, in addition to other sections of the rapidly developing highway system in the Eugene-Springfield area.

The extension of the Eugene Interstate spur to the vicinity of 7th Avenue to provide better integration with Eugene highway network and to provide for better distribution of traffic to the central business district was principally justified by the above study and report made for this urban area. Both the currently approved description and the diagrammatic sketch shown in the yellow booklet issued in connection with the 1955 system approval reflect this intent. No change in the official description is required to accommodate the current extension in this route.

We, therefore, will be prepared to approve the specific location of the Clark Avenue-7th Avenue Section of FAI Route 105, pending receipt of the results of a public hearing and your request for this action.

Note

Project I-105-4(103)195 covers preliminary engineering for the previously approved portion of FAI Route 105. If you desire this phase of work to apply to the current extension, the above project should be modified by Form PR-9 or a separate preliminary engineering project should be programed to cover this new section prior to proceeding with work on which reimbursement is anticipated.

RECEIVED
AUG - 9 1962
OFFICE ENGINEERING
DIVISION

RECEIVED
AUG 8 - 1962
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIV
MAR 9 - 1965

FOR F

I-105-4(115)196
7637

March 10, 1965

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon

Re: Interstate 105
Willamette River-Seventh Street
City of Eugene
Lane County

Dear Mr. McKinley:

As you requested at the public hearing, we have made a comparative estimate of fills vs viaduct on the portion of Interstate 105 between First Street and Sixth Street in Eugene.

A viaduct from First to Sixth would cost approximately $700,000 more to construct than an embankment with its attendant structure, retaining walls, and landscaping. The area of land, which would not be taken by use of a viaduct, is approximately 206,000 square feet with a present estimated value of about $300,000.

From these figures, we can build and landscape an embankment section at a saving of $400,000. We can see no advantages to a viaduct section which would justify expenditure of that much additional money and therefore are going ahead on the basis of the embankment section.

If you have any information you believe would change this decision, we would appreciate reviewing it as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc G. K. Attig
Lane County
Howard Buford
Lane County
Forrest Cooper
R. L. Porter
F. D. Morgan
L. R. Chandler

ADO:jp: ajw

RECEIVED
APR 14 1965
FOR FILING

I-105-4(115)196
7637

c

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 23, 1965

Mr. R. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Under date of December 8, 1964, Mayor E. E. Cone, City of Eugene, was notified by letter of the Oregon State Highway Commission's proposed plans to construct the 7th Street-Clark Street Section of the Eugene-Springfield Highway (I-105) and further plans for right-of-way acquisition in preparation for future construction on the Oak Hill-Interstate 105 Section of the Mapleton-Eugene Highway. Letter of December 18, 1964, from Mr. Hugh McKinley advised that a hearing was desired on this matter. Mayor Cone was notified on January 7, 1965, that a public hearing would be held in Harris Hall, Lane County Courthouse Annex in Eugene, on Wednesday, February 3, 1965, starting promptly at 2 p.m. Public notices were published in the Eugene "Register-Guard" newspaper on January 22 and January 29, 1965.

The hearing was held as stated above and preceded by informal informational hearings on February 1, 2, and 3, 1965. Copies of all correspondence on this matter and a transcript of the hearing are enclosed.

This certifies that the State Highway Department has held a public hearing in a convenient location for the purpose of enabling persons through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of this section of highway and that the State Highway Department has considered the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox

H. S. Cox
County and City Engineer

DWH:eb
Att.

bc: R. L. Porter
Lloyd Shaw
Victor Wolfe
F. D. Morgan
L. H. Young
J. F. Havelock
G. E. Rohde
R. N. Chase

FORM 2-139X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
1 0 1965

FOR FILING
I-105-4(115)196
AIH
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1965

NOTED
R. L PORTER

Mr. Harold L. Hepner
2241 Roosevelt Boulevard
Eugene, Oregon

Porter

Dear Mr. Hepner:

Thank you for your letter of February 4 signed by 17 property owners concerning the proposed route of Highway 105 in the Eugene area.

The letter states that these owners, whose property will be taken by the present construction plan of Oak Hill-105 Highway, favor the present proposal from Bethel Drive to the County shops.

Your letter will be given consideration along with testimony presented at the hearing. Also, I am forwarding your letter to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Mr. Forrest Cooper ✓

1

February 4, 1965

State Highway Commission
State Highway Building
Salem, Oregon

Dear Sirs:

In view of testimony presented at the public hearing, we the undersigned submit the following information for clarification or correction of the record, and request that without public knowledge this letter be made part of the record for Oak Hill-I-105 Highway hearing.

At a public hearing of the Lane County commissioners in July 1962, the Eugene Mission was permitted by the County commissioners to operate a Mission warehouse with personnel of about 10 people at 1925 Roosevelt Blvd. At that time a request was made to operate a transient Mission at this location, but the request was denied because sanitary facilities were not adequate for more than 10 people. Within a few months, with no change in sanitary facilities and without authority, the present transient Mission was established at this location. It has been operating beyond the permissive use granted by the County commissioners since the Fall of 1962.

Skillern Oil Co. established the plant at 1985 Roosevelt Blvd. in August 1961. In March 1964 Gustafson's Fuel Co. was purchased by Skillern Oil Co., and this business was incorporated with the activities of the Roosevelt Blvd. location. Prior to locating at 1985 Roosevelt Blvd., the Skillern Oil Co. was operating it's business at the old Oregon Electric Depot on Roosevelt Blvd.

The Miller Dehydrating Co. at 256 Bethel Drive changed ownership in the Summer of 1964. Where previously this Company was engaged in processing prunes and nuts, the present operation is one of cone drying. This is a distinct and different type of operation and has seriously effected the surrounding property because of the large area required for storage of the cone crop prior to processing. The harvest of the past year was stored on vacant ground zoned for R-3 use. This ground lies directly East of the dehydrating plant. In September 1964 the City of Eugene Building Department took action to force compliance with zoning regulations and has denied Miller Dehydrating Co. further use of the property for this operation. Upon annexation of the Bethel Area to the City of Eugene, the Miller Dehydrating Co. was permitted to continue its operation by permissive use at its present location and therefore, the Company cannot expand its operation unless, or until the area is rezoned.

All three of these firms submitted testimony at the public hearing. Testimony which did not include all the facts and in effect was slanted perhaps creating misrepresentation or misunderstanding.

We as property owners whose property will be taken by the present construction plan of Oak Hill-I-105 Highway are not opposed to the processing prunes and nuts, the present drying. This is a distinct and different type of operation and has seriously effected the surrounding property because of the large area required for storage of the cone crop prior to processing. The harvest of the past year was stored on vacant ground zoned for R-3 use. This ground lies directly East of the dehydrating plant. In September 1964 the City of Eugene Building Department took action to force compliance with zoning regulations and has denied Miller Dehydrating Co. further use of the property for this operation. Upon annexation of the Bethel Area to the City of Eugene, the Miller Dehydrating Co. was permitted to continue its operation by permissive use at its present location and therefore, the Company cannot expand its operation unless, or until the area is rezoned.

All three of these firms submitted testimony at the public hearing. Testimony which did not include all the facts and in effect was slanted perhaps creating misrepresentation or misunderstanding.

We as property owners whose property will be taken by the present construction plan of Oak Hill-I-105 Highway are not opposed to the present location of the route and wish to go on record as favoring the present proposal from Bethel Drive to the County Shops.

NAME	ADDRESS
Harold L. Hipner	2241 Roosevelt Blvd.
Allan L. Tenge	2145 Roosevelt Blvd.
Clarence Duman	1963 Roosevelt Blvd.
Mr. & Mrs. Gordon Ware	2073 Roosevelt Blvd.
Rudolph Sirotek	1881 Roosevelt Blvd
Doris Sirotek	1881 Roosevelt Blvd.
Fay Duman	1963 Roosevelt Blvd

1 of 2

RECEIVED
DEC 21 1964

FOR FILING

I-105-4(115) 76
7637

Salem, Oregon
December 18, 1964

Mr. R. L. Porter
Deputy State Highway Engineer

Proposed Widening of Sixth
and Seventh Streets
City of Eugene

The following is in regard to Hugh McKinley's letter and transmittal of September 18.

By that letter the City proposed to widen the Sixth-Seventh Street Couplet from Jefferson to High Street. This would tie Ferry Street Bridge and Interstate 105 together with an arterial street system. The City's proposal is on the basis of 25-75 participation.

Our Traffic Division studied the general area covered by the City proposal and found that widening to four lanes would be necessary west of Jefferson Street as far as Garfield Street if 1968 traffic volumes are to be accommodated without removal of parking. If, on the other hand, parking were removed and the existing streets restripped to provide three-lane operation, the 1968 volume could just be accommodated. These figures are based on the assumption that the Oak Hill connection will not be constructed prior to, or by, 1968.

The City made an estimate for the Jefferson-High Street section and indicates a cost of $168,000. A check estimate run by our people gives $170,000. Our estimate of widening west of Jefferson to Garfield, using 48-foot curb to curb width, is $240,000. Apparently the total project could be built for, roughly, $400,000.

Construction of the Oak Hill route from the connection with I-105 to River Road Interchange would probably effect some decrease in the traffic carried on Sixth and Seventh from Garfield to Jefferson.

My recommendation therefore would be that we give consideration to a widening project on a cooperative basis with the City from Jefferson Street to High Street on the condition that the City agrees to complete removal of parking on the Garfield-Jefferson section and three laning that portion of the street.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper

INFORMATIONAL COPY

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ONTHLY TRANSACTION NO. 1-81

ATE SUBMITTED TO W.O. JAN 1 8 1967

RD	REPORT NUMBER 11 (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-105 Willamette R. to 7th Ave. (Eugene) 65	ADT	23,000	FUTURE 35,000 (66) (70)	YEAR 86 (71) (72)	REGION 08 (74) (75)	STATE NA

FOR MISCELLANEOUS FUNDS ONLY

RD	CHARACTER OF PROPOSED WORK (35 spaces) 28 Right-of-Way Purchase 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 A-2 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14	
							COUNTY NAME Lane			

RD	CLASS OF FEDERAL FUNDS [1] Interstate		RTE NO. I	FEDERA I-
	NAME OF URBAN AREA 17-91 Eugene 161	F.A. SYSTEM Interstate		

RD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS
	(11-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (76)
					PE ROW CONST		ITEM AS NOW PROGRAMED	429	I-105-4 (111)197	I-105 Willamette River to 7th Ave. (Eugene)		2,370,000	2,180,000
										PROJECT TOTAL	0.78	2,370,000	2,180,000
	20			4	PE ROW CONST	6	REQUESTED REVISION	429	I-105-4 (111)197	I-105 Willamette River to 7th Ave. (Eugene)		(16) (23)	(24)
										PROJECT TOTAL	0.78	2,659,000	2,446,000

(Revision row, upper entries: TOTAL COST 2,659,000; FEDERAL FUNDS 2,446,000)

RD A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

COLUMN 14 →

REASON FOR CHANGE:
To increase project cost to conform with latest cost esti

OTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

ATE OF INITIAL APPROVAL:
4-11-66

THER:
6-14-66
7-12-66
9-8-66
9-30-66
11-1-66

PROGRAM REVISION REQUESTED
DATE January 3, 1967
SIGNATURE
~~STATE HIGHWAY~~ ENGINEER
Office

RECOMMENDED
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

EVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

INFORMATIONAL COPY

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

T	23,000	FUTURE 35,000 (66) (70)	YEAR 86 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 042 4 6	ITEM NO. 429 (14) (16)

CELLANEOUS FUNDS ONLY				PROJECT NUMBER		I PROJECTS ONLY	
CLASSIF. 70	DA AREA 71	EMERG. YR. 72 A-2 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 I- 23	NUMBER-AGR. NO. 7 105-4(111) 13	POST MI. MI 197 (24) (26)	DESIG. 27

	COUNTY NAME Lane	CODE 039 14 16

Interstate	RTE NO. I	FEDERAL AID I-105	STATE (32) (36)	U.S. (37) I-105 (41)

MINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (75)		
mette River e. (Eugene)		2,370,000	2,180,000	190,000	ROW incl. incidental work and assist. to displ. persons. (Future 4-12' lanes H.T. pave., 10' shldrs., 10' med., 2 gr. sep. and 2 RR strs.)
CT TOTAL	0.78	2,370,000	2,180,000	190,000	
tte River (Eugene)		2,659,000 (16) (23)	2,446,000 (24) (33)	213,000	ROW incl. incidental work and assist. to displ. persons. (Future 4-12' lanes H.T. pave., 10' shldrs., 10' med., 2 gr. sep. and 2 RR Strs.)
CT TOTAL	0.78	2,659,000	2,446,000	213,000	

ANGE:

project cost to conform with latest cost estimate data.

	RECOMMENDED	APPROVED * (over)
	DATE	DATE JAN 18 1967
	SIGNATURE	SIGNATURE Original signed by T. Dec Eng. Coordinator
	TITLE	TITLE T. Dec Eng. Coordinator

funds involved.

USCOMM-DC 48908-P61

1-18-67

* You are authorized to proceed with actual acquisition of parcels 40463 thru 40477 and 40663. Our participation is based upon the parcels as shown on R/W map 83-34-14 which shows only portions of the blocks between 5th and 7th Avenues needed for highway purposes.

RECEIVED
AUG 30 1967
FOR FILING

Const
R/W
Eng- Spfd Dec

August 29, 1967

1410

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: 7th Street-Clark Street (Eugene)
Interstate 105, Lane County

This is in reply to your August 15 letter regarding the possible purchase of properties lying within our 6th and 7th Street ramps on Interstate 105 in Eugene.

There are several reasons why we feel these properties should be purchased and with Interstate funds. The Interstate route is going to cause damages to these properties by nearly surrounding them with interchange ramps. It is quite possible that owners who are missed by our right-of-way takings will bring inverse condemnation against the State and collect high damages. If these businesses are left operating within the ramps, they will generate traffic in the area which will add to what is going to be a crowded facility.

Incorporated into our design has always been the proposal that the main line will, in the future, be extended southerly over 7th Street either by the State or the City of Eugene. If all the properties were purchased for this proposal, the area could be beautifully landscaped in the interim period before the need for highway purposes. The purchase would also forestall any more costly development of these properties.

The situation which exists is definitely attributable to the Interstate routing, and we feel Interstate funds should be used for the purchase of these surrounded properties. Your reconsideration and approval of this is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler

DNS:jr srb

[illegible]

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 15, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G R Brooks
G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Project I-105-4(111)197
7th Avenue - Willamette River (Eugene)
Purchase of Additional Properties
(Mr. F. B. Klaboe's August 11 letter)

Mr. Klaboe's letter requested our concurrence in the purchase of the balance of the properties lying between the ramps of the 6th and 7th Avenue Interchange. We agree it would be desirable to purchase these properties; however, inasmuch as they are not needed to accommodate the interstate facility, Federal-aid interstate funds may not participate in their acquisition.

Federal-aid Primary Route 5-alternate extends to 7th Avenue; therefore, Federal-aid primary or urban funds could be programed to acquire the right of way in question if your department intends to extend construction of this route in the future.

NOTED
F. B. KLABOE

orig to Barbee - R/W
copy to Young
8-25-67

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Trout
Litchfield

RECEIVED
AUG 25 1967
CONSTRUCTION
DIVISION

NOTED
FORREST COOPER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 14 1967
FOR FILING

inst
R/W
ugene-Spf. Sec

August 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: 7th Avenue-Willamette River Section
Eugene-Springfield Highway (I-105)
Lane County

On this section, all property in the block between Washington and Jefferson Streets was purchased from 5th Avenue north to the Willamette River. From 5th Avenue to 6th Avenue the freeway is on a structure and right-of-way was laid out approximately 25 feet outside of the structure where excessive property cost would not be incurred. Adjacent to 6th Avenue on the southbound leg of the freeway, reduction to nine feet outside of the structure was necessary to avoid taking a large motel. South of 6th Avenue, fill and retaining walls are to be used as this ramp comes to street level at 7th Avenue. Here a retaining wall will allow us to avoid hitting another motel which will be 25 feet from our curb line. These two motels and four or five older dwellings are presently all that lie "inside" the interchange.

We have been advised by the City of Eugene that a building permit has been requested for a warehouse and distributing setup in the north half of the block between 5th Avenue and 6th Avenue. No particulars were given but we were requested to review this area to determine if these specific properties could be purchased to preclude an undesirable buildup within the interchange. Purchase of the other properties between the ramps is desirable also to clean up the complex and to protect the area for the future extension southerly of the freeway as contemplated by the Eugene-Springfield Area Transportation Study. Damages are being claimed by both motels due to the proximity and vertical position of the freeway and condemnation will be necessary.

Mr. A. W. Parsons
Page two
August 11, 1967

We request your review of this matter and your concurrence in purchase of all the area within the interchange under the current project. An artist's conception of this portion of the project is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

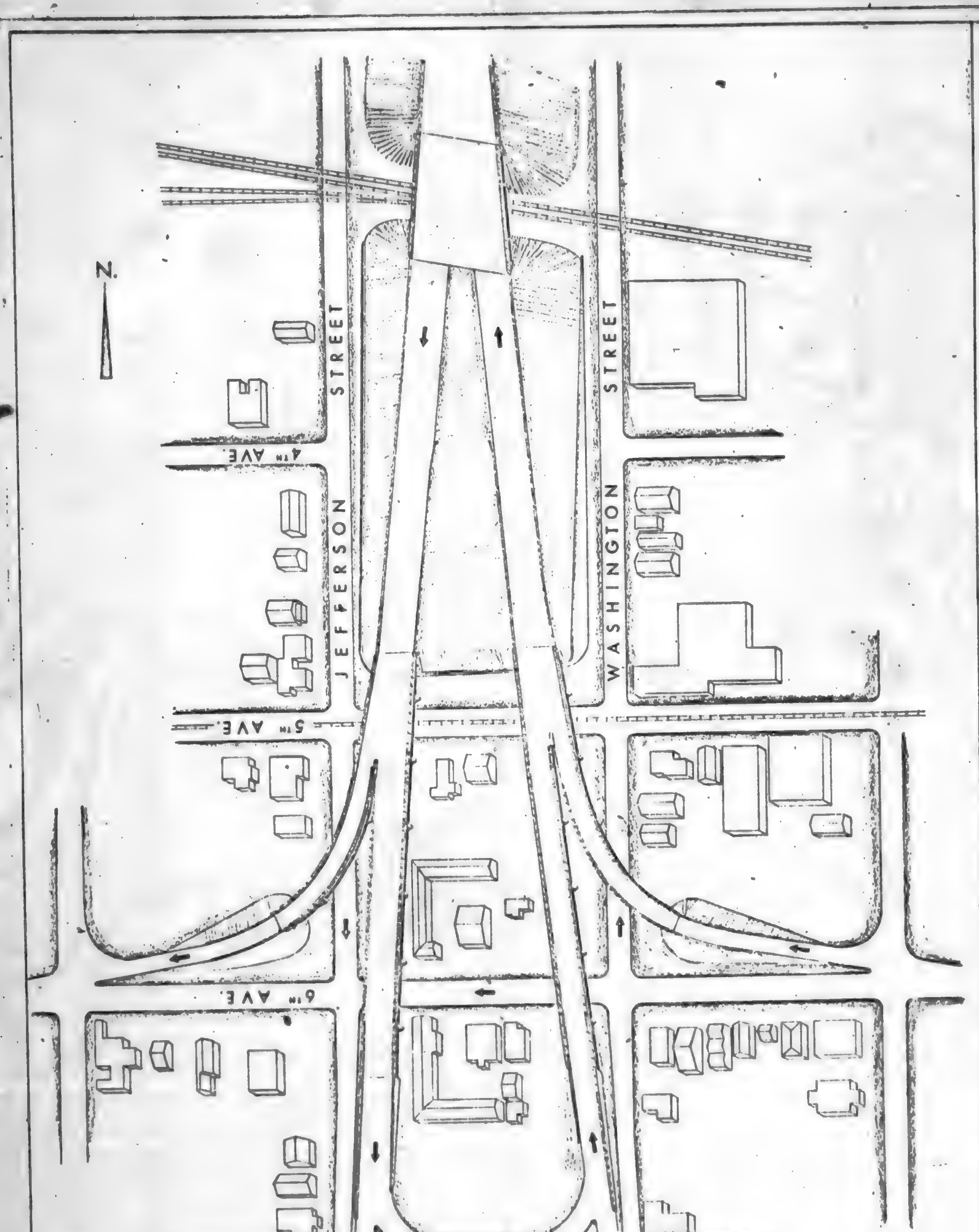
By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

CC: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
L. R. Chandler

ADO:jr srb


N.
JEFFERSON STREET
WASHINGTON STREET
4th AVE
5th AVE
6th AVE
7th AVE

EUGENE - SPRINGFIELD HWY.

CITY OF EUGENE
OFFICE OF CITY MANAGER
EUGENE, OREGON 97401

[illegible]
JUL 31 67

July 28, 1967

REFERRED TO
Klabos
BY DEPUTY STATE HIGHWAY ENGINEER

See me please

Forrest Cooper
Chief Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

South side add.

At its July 24 meeting, the Eugene City Council adopted a motion approving a change of zone for a piece of property located on the north side of 5th Avenue between Jefferson and Washington from multiple-family residential to industrial. However, the Council withheld passing the ordinance completing the zone change pending an opportunity to review with the State Highway Department the possibility of acquisition of this piece of property by the State, since it will lie directly in the path of the more southerly extension of the Washington-Jefferson extension when it is carried south of 7th Avenue. The property lies between the proposed ramps of the extension which will be contracted soon. It will not be acquired by the State at this time for the current project, but will certainly be wiped out by any future projects extending to the south.

The property belongs to Charles A. Bonnett at 193 West 19th Avenue, Eugene, Oregon. Mr. Bonnett proposes to erect a wholesale warehouse for sales or distribution services on the site. It shows on the Assessor's records as Tax Lots 4400, 4700, and 4800. If there is any possibility that this land could be protected by acquisition, the City Council would probably find it possible to delay passage of the rezoning ordinance. Unfortunately, zoning cannot be used as a device for protecting land needed for future public purposes.

Your consideration of the possibilities of purchase of this ground or your concurrence that nothing can be done at this time would be appreciated in order that we not proceed to the detriment of the people of the state of Oregon. Thank you for your consideration.

Very truly yours,

Hugh McKinley
City Manager

HM:d

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 - 1967

FOR FILING
Const
R/W
Eng-Spl Sec
Sp

March 30, 1967

Mr. E. G. Westerdahl, II
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Westerdahl:

Reference is made to a letter from Miss Charlene Applewhite to the Governor re the fact that the State Highway Department is not going to purchase her father's property located between Jefferson and Washington Streets on 6th Avenue in Eugene.

Miss Applewhite states that the Highway Department at first advised her father that we would purchase the property and, on receiving this information, that he started to build a new building for his business at another location. Our people did indicate to Mr. Applewhite that we would probably purchase this property and later had to advise him that it would not be needed for this project.

The Applewhite case is one of five similar cases. On September 6, 1966, the State requested that the Bureau of Public Roads program a number of properties in the vicinity of the Applewhite place for right-of-way acquisition. On September 8, 1966, the Bureau advised us that it was authorizing us to proceed with the acquisition of these parcels, including the Applewhite parcel. On this authority, we began appraising the property for eventual acquisition. During our appraisal work and before we had actually begun negotiations with any of the property owners involved, the Bureau advised us that these five parcels would not be eligible for Federal participation inasmuch as they would not be actually needed for the physical construction phase.

As this is an Interstate project and one for which the Bureau of Public Roads pays over 90 percent of the cost, the State must abide by its decisions. The State is virtually in the position of being an agent for the Bureau of Public Roads in these matters and we frequently find ourselves in difficult positions due to Bureau rulings. We feel that the Bureau's change in this case was morally wrong but undoubtedly legally correct. Nevertheless, we have no alternative but to refuse to purchase the Applewhite and other four properties involved, as to do so would require us to purchase them with State funds entirely. Funds in the amount necessary to do this would be very hard to come by.

A suggested reply to Miss Applewhite for the Governor's consideration is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. R. Chandler

FBK:srb fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
March 30, 1967

Miss Charlene Applewhite
Route 1, Box 1172
Eugene, Oregon 97401

Dear Miss Applewhite:

In your letter of March 8, you advised me that the State Highway Department had contacted your father and told him that it contemplated taking his shop for right-of-way for the 7th Avenue to Willamette River Section of the Eugene-Springfield (Interstate 105) Highway. You also advised that your father then made arrangements to begin a new building to replace his existing shop somewhere else, and some time later the State advised him that his original shop would not be taken for highway purposes.

I am advised by the State Highway Department that the statements concerning the need for your father's property are factual. The State advises me that its original concept of the project was one in which it believed all the property between Jefferson and Washington Streets would be needed. The Highway Department did program this with the Bureau of Public Roads. The Bureau finances over 90 percent of Interstate projects from federal funds. Subsequent to the Bureau's approval of the State's acquiring your father's property, the Bureau changed its mind and advised the State that it would not approve the acquisition.

I am sure that the Highway people were acting in good faith when they examined the properties for the purpose of making appraisals. They were subsequently placed in an embarrassing position by a change of thinking by the Bureau of Public Roads.

Unfortunately, the Highway Department has not been able to get the Bureau people to change their minds as of this writing.

5030

MAR 11 67
REFERRED TO

DRAFT PLEASE

Rt. 1 Box 1172
Eugene, Oregon 97401
March 8, 1967

Governor Tom McCall
Governor's Office
Salem, Oregon

Dear Governor Tom McCall:

I'm concerned about the Washington St. Bridge in Eugene. The State had contacted my father and told him that they were going to take out his shop for the bridge right away. So he started to build a new building someplace else and spent lots of money on it. But, when he got it almost finished the State called him and told him that they weren't going to buy the original shop. So now he is some what in the hole. Do you think this is fair? What might he do to correct this situation?

DW

Jan 16

Sincerely,
Miss. Charlene
Applewhite

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wilk
Litchfield
Olson

RECEIVED
MAR 15 1967
CONSTRUCTION
DIVISION

MAR 1 6 1967

-5M-6-61

OREGON STATE HIGHWAY DEPARTMENT
Revision Request

R/W Map 8B-34-14

Option File Numbers 40161,40170, 40171,40173,40174,40177,40178, 40181,40183,40184,40186,40187, 40188,40189

onstruction Division

est for Revision of:

R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other

est originated by Construction Division Date December 9, 1966

est approved by Date December 9, 1966

Section 7th. Ave. - Willamette River

Highway Eugene - Springfield

Unit

County Lane

NOTED
JOHN R. OAKES

n for Revision:

Change in alignment.

Files 40173, 40174, 40184, 40186 to be cancelled.

Revised Files returned to R/W Div. Date DEC [illegible] 1966

o:
R/W Files ✓
Const. Div.
R/W Div.
Road Design
Div. Engr.

REC'D FOR FILING

Prints to come with new files

Co Riley 12/28/66

E-35a (Rev.)—5M—1-64

Sheet No. 1 of 2

Oregon State Highway Department
CONSTRUCTION DIVISION

UTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

NOTED
RECEIVED
SEP - 1 1966
RIGHT OF WAY DEPT

ghway Eugene - Springfield County Lane

Survey Approved

ction 7th. Ave. - Willamette River Sta. Sta.

W Map No. 8B-34-1 70-13
st Distribution [illegible] 2517-1

		CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
40161	Wade H.Kerr & Iris Kerr	X				X					X					
40162	George B. Schwieger	X				X					X					
40163	G.P.Wilder & Atna E.Wilder	X				X					X					
40164	Obert B.Andrews & Buela Edith Andrews	X				X					X					
40165	Donald M.Short	X				X					X					
40166	James H.Weir & Bessie R.Weir	X				X					X					
40167	John O.Chatt	X				X					X					
40168	Harold W.Pollock & Bessie L.Pollock	X				X					X					
40169	I.L.Kienzle & Maude Kienzle	X				X					X					
40170	Clara L.Kerr	X				X					X					
40171	Christina Brink	X				X					X					
40172	Bertille E. Daoust	X				X					X					
40173 ✓	Wm.C.Applewhite & Wyola M.Applewhite	X				X					X					
40174 ✓	Ralph Finley & Ruby Finley	X				X					X					
40175	J.F.Romania & L.A.Williams	X				X					X					
40176	Stanley M.Andrews & Laura Mae Andrews	X				X					X					
40177	Nicholas Van Den Bos et ux	X				X					X					
40178	Clifford A.Mackey & Marie L.Mackey	X				X					X					
40179	Sherman G.Carlson & Carmen Carlson	X				X					X					
40180	B & F Homes, Inc.	X				X					X					
40181	Alton C.McCulley et al	X				X					X					
40182	Edwin D.Jordan & L.Ellen Jordan	X				X					X					
40183	Claud Wilkerson & Bonnie B.Wilkerson	X				X					X					
40184 ✓	Cecil P.Richards & Retta M.Richards	X				X					X					

mitted Floyd O. Scott Floyd O. Scott Date AUG 31 1966
R/W Description Engineer

proved Date 8-31-66
Assistant Construction Engineer

proved Date 8/31/66
R/W Engineer

E-333 (Rev.)—5M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 2 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

ghway Eugene - Springrield County Lane

it Survey Approved

tion 7th. Ave. - Willamette River Sta. Sta.

W Map No. SB-34-14

t Distribution

		CONTROL ACCESS				ACTION					PURPOSE					
File No.	NAME	Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
40185 ✓	Charles A.& Rachel Bonnett	X				X					X					
40186 ✓	Thomas A.Breeden	X				X					X					
40187	John F.Plath & Sophie Plath	X				X					X					
40188	Charles E.Purves & Myrtle A.Purves	X				X					X					
40189	Martha Plath	X				X					X					
40190	O.E.Lee & Olive B.Lee	X				X					X					
40191	J.F.Ash & Florence Ash	X				X					X					

Floyd O. Scott Floyd O. Scott Date AUG 31 1966
R/W Description Engineer

Date

Assistant Construction Engineer

Date 8/31/6

W Engineer

Sketch

FORM 2-302—50M—7-65 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 6, 1967

To: Mr. L. W. Riley
District Supervisor

ROSEBURG

SUBJECT: File Nos. 40170, 40171,
40178, 40181, 40183,
40187, 40188, 40189
7th Avenue-Willamette River
Section
Eugene-Springfield Highway
Lane County

We have authority from the Bureau of Public Roads to purchase on a participating basis the remainders under files 40170, 40171, 40181, 40187, 40188 and 40189. As we cannot show necessity for these remainders, we will purchase if the grantor agrees to selling his entire property.

Due to the estimated cost of the remainders for files 40178 and 40183 of $15,000 and $6700 respectively, the Bureau will not participate in the excess. However, upon the completion of the review of the appraisals, please let us know the appraised values of the remainders and I will submit them to Mr. Klaboe. to determine if State funds may be used for their acquisition.

On file 40177 please consult with the Division Engineer in regard to the construction details of the adjacent structures and inform your appraisers of all items that should be considered in assessing damages.

Please purchase the excess on file 40472 if possible. Mr. Mathias of the Bureau informs me they will participate on this excess if requested.

John R. Oakes
Assistant Right of Way Engineer

JRO:CE
cc: F. B. Klaboe
G. E. Rohde
L. H. Young
C. J. Mathias
A. D. Olson
M. R. Mitchell

PR-9 approved 1-18-67

* You are authorized to proceed with actual acquisition of parcels 40468 thru 40477 and 40668. Our participation is based upon hte parcels as shown on R/W map 8B-34-14 which shows only portions of the blocks between 5th and 7th avenues needed for highway purposes.

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1966

In reply refer to: 08-35-EC/710.11

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(111)197
Willamette River-7th Avenue Section
Right of Way

Our June 14, 1966 memorandum authorized you to proceed with actual acquisition on the subject project, limited to the portion from the Willamette River to 5th Avenue.

The evidence furnished by Mr. Chase's September 6 letter now permits us to authorize you to proceed with the acquisition of parcels 40161 through 40191 and 40211 between 5th Avenue and 7th Avenue. This authorization, which is effective this date, is under the normal Stage I conditions noted as a condition of approval of the stage regression PR-9 effective July 12, 1966.

The total authorized cost of this project is increased by $919,500 to $2,310,000 with no Federal funds reserved.

REFERRED TO
Young - [illegible]
By Asst. State Hwy. Engr
9-14-66

Mason

NOTED
R N CHASE

Chase
9/14/66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 8-123X 50M 4-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1966

Mr. A. N. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

I-105-4(111)197
Willamette R.-7th Ave. Section
(ROW)

Dear Sir:

We hereby request your authorization to proceed with the actual acquisition of right of way (entire takings) from 5th Avenue to 7th Avenue consisting of R/W Files Nos. 40161 thru 40191 and 40211 which are included in the right of way as programmed under Project I-105-4(111)197.

We are enclosing two copies of R/W Map 8B-34-14 showing the properties involved outlined in red and a copy of Mr. Oakes' Memo of September 1, 1966, giving the estimated cost of the properties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: R. N. Chase ✓
J. R. Oakes
M. Mitchell
C. R. Nelson

[illegible] OCT [illegible] 1967

I-105-4(115)196
7637

October 2, 1967

Mr. Vernon E. Wheeler
1976 Danebo Avenue N.
Eugene, Oregon 97402

1976

Dear Mr. Wheeler:

Re: Willamette River-7th Avenue Section
Eugene-Springfield Highway (I-105)
Lane County

Reference is made to your letter which we received September 21 and previous correspondence dated April 7, 1966, to Mr. Charles V. Stefanich in regard to your Kingdom Hall located at 95 North Washington Street in Eugene.

The connecting facility from Interstate 105 easterly to connect into the Pearl and High couplet, as discussed in our earlier letter to Mr. Stefanich, is still included in the Eugene-Springfield Area Transportation Study as a part of the necessary future system; however, the specific routing has not been determined.

We have no way of knowing whether or not the final alignment would require your property and, since it seems likely that it will be several years in the future, we suggest that you utilize your property as you wish.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. R. Chandler

ADO:jr srb

REFERRED TO
[illegible]
BY DEPUTY STATE HIGHWAY ENGINEER

Vernon E. Wheeler
1976 Danebo Ave. N.
Eugene, Oregon 97402

6063

SEP 21 67

Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

We are writing in regards to the property at 95 North Washington. The North West corner of Chesire and Washington. In previous correspondence the date of March 17, 1966 by Charles V. Stefanich, your reply was by A.D. Olsen on April 7, 1966.

Your reply indicated that in the future, phase three would take our property, We are at the present time considering remodeling and improving our Kingdom Hall. The plans for this would cost in the neighborhood of $5,000.00.

So with this in view our inquiry is to find out if your proposed, third phase is going through? If so would you be interested in the purchasing of our property now before our improvements are made.

Very truly yours,

Vernon E. Wheeler

Vernon E. Wheeler

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 22 1967
CONSTRUCTION DIVISION

RECEIVED
SEP 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Olson
Asst. Const. Engr.

RECEIVED
OCT 1967

UNITED STATES GOVERNMENT

Memorandum

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 29, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

105-4(115)196
7637

GRBrooks

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197
Seventh Street - First Avenue Section
City of Eugene Traffic Signal System Adjustment

The agreement between the above-mentioned City and the State Highway Commission dated January 31, 1967 covering utility adjustments and traffic control measures was approved by this office on February 17, 1967. We now approve the plans and estimate for City-owned adjustments furnished with Mr. Litchfield's letter dated September 14, 1967. Reimbursement on an actual cost basis estimated to be $2,130.60 is approved.

Receipt of Mr. Holcomb's June 5, 1967 affidavit of the City's property rights is acknowledged.

Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned City-owned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

copy- Klaboe
Meacham
Litchfield
Young
Crandall
10-4-67

RECEIVED
OCT 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 20 1967

105-4(115)126

7637

orandum

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 15, 1967

In reply refer to: 08-35.7

TO : Mr. [illegible] Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-5(111)197
Willamette River - 7th Avenue
Parcel 40469, Barnes

There is a wide difference of opinion between the two appraisers assigned to estimate the value of the above-mentioned parcel. Mr. Vandagrift's appraisal is $2200 and Mr. Rodman's appraisal is $11,550. For the reasons outlined in our letter of August 8, 1967, we still do not feel that this difference has been satisfactorily resolved in order that we may participate fully in the amount of the present review appraisal.

The matter has been discussed with Assistant Right of Way Engineer John R. Oakes, and it was agreed that another fee appraisal should be obtained in an effort to resolve the wide difference that exists in the two appraisals. Federal funds will participate in the cost of the additional fee appraisal.

orig to Moehring
9-18-67
copy to Young
9-19-67

NOTED
F. B. KLABOE

RECEIVED
SEP 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 3 - 1967
FOR FILES

I 105-4([illegible])
7637

SEP 1 8 1967

33-[illegible]

Honorable Wayne L. Morse
United States Senate
Washington, D. C. 20510

Dear Senator Morse:

This is in further response to your August 3 letter which referred a letter from Mrs. Thelma Chapman Fowler, concerning the proposed acquisition of the Town House Motel for highway construction on Interstate Route 105 in Eugene, Oregon.

We have been informed by our Oregon field personnel that the State's appraisal review of the subject property has been completed and negotiations have been initiated with Mr. Malone, the owner of the subject Town House Motel property. Under Oregon law negotiations are conducted between the State and the property owner, and they do not necessarily involve the lessee which, in this case, are the Fowlers with their Pancake House restaurant.

We are aware that in some instances problems are created for the business community due to a lag in the announcement of a route, and the time of right-of-way purchase. These businesses often suffer adverse effects such as loss of business, inconvenience, loss of profits, etc., and they are not compensable under eminent domain law. However, you may be assured that every effort is made by the responsible public officials to minimize these inconveniences, wherever possible.

On the Willamette River to Seventh Avenue section of Interstate Route 105, the planning and early design work involved extremely complex traffic and urban problems, and the coordination between many governmental agencies was a necessity. A great number of different solutions were explored, each of which had many facets and ramifications with various possible effects upon important urban sectors of Eugene. It was for this reason immediate announcements or commitments could not be made in the subject area.

NOTED
FORREST COOPER

Mrs. Fowler has a completely erroneous conception that the State Highway Department has a predetermined value figure to which appraisers must conform. The State has appraisals made by qualified and competent real estate appraisers known to be familiar with the value of comparable properties in the immediate vicinity. These comparable sales are utilized by the appraiser as part of the appraisal process in arriving at the values of the properties. The appraisals are then reviewed by the State's reviewing appraiser, both in the office and in the field, and the fair market value is established. In some complex takings additional study or additional appraisals are necessary. This action often may delay immediate negotiation, and such was the case in the appraising of the Town House Motel property and several others in the area.

The Oregon State Highway Department has followed proper procedures as established by State law, and Federal-aid highway regulations have been complied with.

We appreciate the opportunity to advise you. If further information is required do not hesitate to contact this office.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1967

FOR FILING

Const
R/W
Eugene - Spf. Sec

S.p.

1891

August 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Willamette River-7th Avenue Section, Eugene-Springfield Highway (I-105) and Oakhill-Interstate 105 Section, Florence-Eugene Highway, Lane County
Your File: 08-35.7

Dear Sir:

Reference is made to your letter dated August 14 forwarding copies of correspondence from Senator Morse and Mrs. Thelma Chapman Fowler relative to these sections.

As you may remember, plans for the Interstate spur into Eugene were first formulated in 1961 and construction of the various units from Interstate 5 to the north bank of the Willamette River were completed in 1964. Original plans were to tie into the local street system south of the Willamette River on the Washington-Jefferson couplet at Clark Street. In August 1962, we contacted the Bureau of Public Roads and an extension of this route southerly to overcross the two railroads and tie into US99 on 6th and 7th Avenues was approved.

With this extension, pressure for local connections between the Willamette River and the railroad were started. Ultimately, the City of Eugene and Lane County requested the Highway Department to relocate the Florence-Eugene Highway from the 11th Street area to the long discussed Roosevelt Avenue route and to connect with Interstate 105 with an interchange south of the river and north of the railroad. A study of this was made and appeared to be a logical and desirable relocation of the Florence-Eugene Highway. The City and County requested that a survey be made, even though actual construction might be sometime in the future, thus protecting the route as much as possible by zoning and public knowledge so that development would not occur which could preclude construction along the chosen route.

Since the interchange and anticipated traffic from this route would be a major consideration in the eventual development of Interstate 105 and its interchange and connecting legs with US99 at 6th and 7th Avenues, it was necessary to hold a public hearing on the route to verify that such a route would be an acceptable facility and could be included in the planning. For this reason, a combined hearing was held and every effort was made to acquaint people with the reasoning and approximate timing. Informational hearings were held for two and one-half days prior to the formal hearing.

Following the public hearing, new traffic data indicated that the facility as originally planned would possibly be inadequate in some respects and several time-consuming alternate interchange designs were investigated. As data from the Eugene-Springfield Area Transportation Study (E-SATS) was reviewed, the design as presently proposed finally evolved. All this took considerable time, and any variation could well have changed the right-of-way requirements for the individual ramps, such as the one which affects the Town House Motel mentioned by Mrs. Fowler. The Wilmar and Capistrano Motels which she also mentions were once thought to be needed for right-of-way but now may not qualify for purchase with FAI funds since the line straddles them. Three appraisals were necessary on the Town House property because the first two had too wide a variance.

Until the final design could be approved by the Bureau of Public Roads, we were allowed to buy only properties which were certain to be total takings and these were started between the river and 5th Avenue in June 1966. Then the section from 5th Avenue to 7th Avenue was added October 1966, and the partial takings for the final design were started January 1967, the latter of which includes the Town House. The attempt was made to buy as rapidly as possible once we could be sure that we were not buying unnecessary property or buying too little of a partial taking.

As to the properties along the Oakhill route, this is a regrettable situation which occurs whenever there is any advance planning for any purpose. The alternate of not planning until money is available finds all the paths blocked by innocent development which could have been moved a few feet or a few blocks one way or another at relatively no difference in cost to the owners and which would fit a comprehensive plan. There is no doubt that a shadow hangs over the property covered by the route and sale of the property is almost impossible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler

ADO:jr srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 14, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
Acting Division Engineer

SUBJECT: Oregon Project I-105-4(111)197
Willamette River - Seventh Avenue (Eugene)
Complaint of Thelma Chapman Fowler

Attached are copies of correspondence from our Washington, D. C. office, Senator Wayne Morse and Mrs. Fowler.

Please have Mrs. Fowler's complaint investigated and provide us with information upon which our Washington office can prepare a reply to Senator Morse.

Enclosure

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F.B. KLABOE

orig to Morgan - R/W
[illegible]

copy to Young

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
AUG 17 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

AUG 10 1967

39-20

Honorable Wayne L. Morse
United States Senate
Washington, D.C. 20510

Dear Senator Morse:

This will acknowledge receipt of your August 3 letter which referred a letter from Thelma Chapman Fowler, concerning the proposed acquisition of the Town House Motel property for highway construction on the Jefferson-Washington Freeway in Eugene, Oregon.

We do not have the details in Washington and are sending copies of your submission to our field personnel in Oregon requesting a review and a report on this matter. When the report is received, we shall write to you further.

Sincerely yours,

F. C. Turner

F. C. Turner
Director of Public Roads

J. W. FULBRIGHT, ARK., CHAIRMAN
JOHN SPARKMAN, ALA.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
ALBERT GORE, TENN.
FRANK J. LAUSCHE, OHIO
FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.
JOSEPH S. CLARK, PA.
CLAIBORNE PELL, R.I.
EUGENE J. MC CARTHY, MINN.
BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.
KARL E. MUNDT, S. DAK.
CLIFFORD P. CASE, N.J.
JOHN SHERMAN COOPER, KY.
CARL MARCY, CHIEF OF STAFF
ARTHUR M. KUHL, CHIEF CLERK

United States Senate
COMMITTEE ON FOREIGN RELATIONS
WASHINGTON, D.C. 20510

August 3, 1967

Mr. F. C. Turner, Director
Bureau of Public Roads
Department of Transportation
Washington, D.C. 20590

Dear Mr. Turner:

Enclosed is a photostatic copy of a letter addressed to me by Mrs. Thelma Chapman Fowler, an attorney practicing law in Eugene, Oregon.

Mrs. Fowler outlines a problem that has been experienced by land owners in the Eugene, Oregon, area in connection with the proposed construction of a segment of an interstate highway in Eugene.

I realize, of course, that the matter of land acquisitions in these cases rests primarily with the various state highway commissions. However, the Federal government assists in the financing of these highways to a very substantial degree. It occurred to me that the Bureau of Public Roads might have an interest in making certain that land acquisitions are handled as promptly as possible under the circumstances.

If there is any information you may be able to supply concerning the situation disclosed in Mrs. Fowler's letter, your report thereon, in duplicate, for transmittal to Mrs. Fowler would be appreciated.

Sincerely yours,

Wayne Morse

Wayne Morse

WM:pab
Enclosure

Thelma Chapman Fowler
ATTORNEY AT LAW
800 EAST TENTH AVENUE
EUGENE, OREGON

PHONE DIAMOND 3-5331

July 29, 1967

The Honorable Wayne L. Morse
United States Senate
Washington, D. C.

Dear Senator Morse:

I note with pleasure that you are the speaker at the dinner honoring Dean Hollis at Homecoming!

Sometime ago you wrote asking about problems relative to condemnation proceedings; at that time, I was not immediately aware of any, but at this time I would draw your attention and comment to some problems arising out of the Jefferson-Washington Freeway in Eugene and the Oak Hill Freeway just north of the City. Both of these projects are funded with some federal money I believe.

Three years ago my husband leased a restaurant on the Town House Motel property at 6th and Lawrence in Eugene. The best information he could obtain was that the property would not be affected by the proposed Jefferson-Washington Freeway. In February 1965 State Highway officials called a public meeting at which time they announced the routes for the Jefferson-Washington and Oak Hill Freeways. They stated that negotiations for purchase of the properties for the Jefferson-Washington Freeway would commence immediately and contruction would be well underway by November. At that point all of the property involved became unmarketable although the Oak Hill Freeway was years away.

No negotiating was done during 1965; I think little was done in 1966; early in 1967, Jim Rodman appraised the Town House Motel property and the restaurant. Everyone waited; about June, a second appraisal was made by a person whose identity we do not know. Early this month a third appraisal was made by a gentleman from Portland.

Allegedly, the problem is that the Bureau of Public Roads (federal) only wishes to purchase a diagonal one-half of the Motel property which includes the Restaurant. The remainder will have very limited or no access.

Two years ago, State Highway officials indicated to the owners of the Wilmar and Capistrano Motels (on 6th Avenue) not to expend any funds on their respective properties. About January 1 of this year, they were advised the Freeway would straddle them.

McDaniel Lumber Co is in the Oak Hill Freeway pattern. Mr. McDaniel wishes to retire; his business and property is not marketable and the project is allegedly four years away.

I think businessmen are particularly adversely affected by the irresponsible meanderings of the Highway officials:

a) There is too much lag between announcement of route and purchase; a business must upgrade almost constantly to meet competition and this procedure is highly detrimental to business people.

b) There is no responsible commitment to announced routes or time schedules.

c) If the appraisal does not come in right, keep trying until the figure is right.

d) The businesses in the area must barely beat time while awaiting an offer and then demand for possession date.

We are not anxious to have the property taken; the house has charm for a pancake house; but the physical plant must be maintained or customers will be displeased and this is not possible under these conditions which seem to go on and on.

Your comments will be appreciated.

Sincerely,

Thelma Chapman Fowler

Thelma Chapman Fowler

TCF:ms

NOTED
F. B. KLABOE

RECEIVED
SEP 6 - 1967

UNITED STATES GOVERNMENT

Memorandum

I-105-4(115)196

Edwards

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 31, 1967

In reply refer to: 08-35.6

TO 7637 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G R Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-105-4(114)198
Seventh Street - Willamette River Section

Preliminary plans for four structures submitted by Mr. Wallace's letter of July 25, 1967 have been reviewed in this office and are approved.

The four structures include the First Avenue overcrossing, SPRR overcrossing, the Washington and 6th Avenue on ramps and the Jefferson and 6th Avenue off ramps.

Copy - Minehart
Young
9-5-67

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 27 1967

FORM E-[illegible]

COMMISSIONERS
GLENN L. [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

[illegible]
Eng- Spfd Sec

July 25, 1967

lp

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Attention: Roy Tokerud

Gentlemen:

Re: 7th St.-Willamette R. Sec.
Eugene-Springfield Hwy.
Lane County
Bridge No.s 9600, 9600A,
9601 & 9683

Transmitted herewith are two prints each of Drawings No. 23212, 22600, 23056 and 22969 which are the plan and elevation drawings and vicinity maps for both the Overcrossing of 1st Avenue anf the Overcrossing of the SPRR. Transmitted also are five prints of Drawings No. 23149, 23150, 22784-88, inclusive, and 22847 which are the plan and elevation drawings and vicinity maps for the Jefferson St. and 6th Avenue off ramps, the Washington St. and 6th Avenue on ramps, and the retaining wall layouts for the project. Also enclosed are three prints of the architectural perspective drawing of the Washington and Jefferson St. ramps and three prints of the bent elevation study drawings.

The length and width of the structures and the location of bents were determined by the alignments, grades, cross sections and setback requirements set for the project. Reinforced concrete box girder structures were selected in consideration of the curved alignment of the Washington and Jefferson structures and the varying widths of roadways on all four structures. Aesthetics were also a consideration and as the structures are in a urban area and will be viewed from all sides and angles we feel that the reinforced concrete box girder is the best type of selection. This type of structure is also compatible with the two structures on the unit of I-105 which is already under contract.

NOTED
TOM EDWARDS

There will be no detours as all city streets are to remain open. This has been discussed with the Traffic Department and the city of Eugene and the heavy volume of traffic and the cost of remodeling traffic control devices indicates that building over traffic would cost no more than the detours. Building over traffic would also result in less inconvenience to and congestion of traffic. Temporary construction clearances are shown on preliminary plan and elevation drawings.

Since the existing contract (Willamette River Bridge Section) has temporary connections to Washington and Jefferson Streets at 1st Avenue, we will require the contractor to construct the ramps over said streets early in the contract. The ramps over 6th Avenue will be constructed second in order to minimize the congestion on 6th Avenue caused by the added traffic from Washington and Jefferson Streets.

Transmitted also are five prints each of the unnumbered foundation data drawings for both the Jefferson St.-6th Avenue off ramps and the Washington St.-6th Avenue on ramps. Preliminary site investigation for the Eugene-Springfield Hwy. Overcrossing of 1st Avenue indicates that all bents will be founded on steel piling. The foundation report for the Eugene-Springfield Hwy. Overcrossing of SPRR recommends steel piling for all bents and test hole data is on drawing no. 22969. The foundation report for the Jefferson St.-6th Avenue off ramp recommends steel piling for "6th Avenue Off" Bent No. 1 and Bent No. 8 and recommends spread footings for the remaining bents. The foundation report for the Washington St.-6th Avenue on ramp recommends steel piling for "6th Avenue On" Bent No. 1 and Bent No. 8 and recommends spread footings for the remaining bents. When the foundation investigation is completed, copies of the data will be forwarded to you.

Based on approximate quantities the estimated costs of the structures are $388,500 for the Overcrossing of 1st Avenue, $472,000 for the Overcrossing of the SPRR and $1,649,000 for the connections to 6th Avenue and Washington and Jefferson Streets. These estimated costs include an allowance for engineering and contingencies.

We are also sending preliminary plans to the SPRR Company at this time; therefore, your early review and approval is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer
By:

L. L. Wallace
Chief Design Engineer (Bridge)

LLW:jf
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEI
JUL 26 1967
OFFICE
STATE HIGHWA

R. L. Porter

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

AUG 29 1967

FOR FILING

I-105-4(115)196
7637

August 28, 1967

08-35.7
Oregon Project
I-105-4[111]197
Willamette River -
7th Avenue
[Eugene]

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

This will reply to your letter dated August 9, 1967, relative to settlements of right-of-way files on the 7th Avenue - Willamette River Project in Eugene.

I have made a review of the 35 files which have been approved for acquisition by the Highway Commission at their meetings between January 31 and June 8, 1967. I find that although 24 of the 35 files were settled in excess of the reviewed appraisal and one file was settled under the review, the total amount of overage was a net figure of $28,343.

This figure, when considered in light of the total reviewed appraisal figure of $1,038,067, represents a 2.73 per cent increase. A 2.73 per cent increase, in my opinion, is well within reason, and anytime we can keep 24 potential law suits out of the courtroom for $28,343, I believe we have no alternative but to make the settlements.

The largest overage occurred in a single case which was reviewed in excess of $300,000, with the overage being slightly over $6,000. Had this case gone to court it is very likely that a verdict would have exceeded the above-mentioned $28,000 which went into "overage".

NOTED
R. L. PORTER

RECEIVED
AUG 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

There is no variance in our procedures for the project in Eugene. We have been negotiating on this particular project for a considerable period of time and we are nearing the end of gainful negotiation. Of the 108 files involved, 93 have been settled by option to date. The remaining 15 files appear to be headed for condemnation. If our usual percentages hold, of the 15 remaining files we should experience a 50 per cent settlement and a 30 per cent taking by jury verdict.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: R. L. Porter ✓
F. B. Klaboe — L. H. Young
C. H. Maison
G. E. Rohde
M. K. Mitchell

RECEIVED
AUG 28 1967

I-105-4(115)196

UNITED STATES GOVERNMENT

Memorandum

Klabo

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7637

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 22, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(112)197
Seventh Street - First Avenue Section, Eugene-Springfield Highway
City of Eugene Fire Alarm Facility Adjustment

The agreement between the above-mentioned City and the State Highway Commission dated January 31, 1967 covering utility adjustments and traffic control measures was approved by this office on February 17, 1967. We now approve your Staff Attorney's letter of February 27, 1967, as well as the plans and estimate for City-owned adjustments furnished with Mr. Litchfield's letters dated June 6, 1967 and August 21, 1967. Reimbursement on an actual cost basis estimated to be $1,629.55 is approved.

Receipt of Mr. Holcomb's June 5, 1967 affidavit of the City's property rights, which also covers the Eugene Water and Electric Board utility adjustments, is acknowledged.

Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments, effective on that date. You are now authorized to proceed with actual adjustments for the above-mentioned City-owned utility effective today. Approval and participation for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966 and supplements thereto.

8-25-67

REFERRED TO:
Young - Litchfield
[illegible] Hwy. Engr

F. B. KLABOE

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 90M 7-66

RECEIVED
AUG 22 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
[redacted]
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred A. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-105-4(115)196
7637

August 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

RE: Betterment Credit
Fire Alarm Facility Adjustment
City of Eugene
7th Ave.-1st Ave. Section
Eugene-Springfield Highway (I-105)
Lane County
Project No. I-105-4(112)197

Dear Sir:

Reference is made to our letter of June 6, 1967 with which we transmitted an estimate and sketch for the adjustment of fire alarm facilities on the subject project.

Herewith is an estimate from the City of Eugene indicating the betterment credit due the State. There is a betterment in that the City of Eugene proposes to replace existing aerial fire alarm line with underground lines. The amount of betterment appears low, but the use of an existing telephone conduit on Blair Boulevard and Eighth Avenue resulted in the small additional cost for the underground installation. Also, the bulk of the work required for the underground installation is in the alley between 4th and 5th Avenue where aerial replacement is not possible and no conduit exists for the alarm lines.

The sketch for the fire alarm line relocation in the alley between 4th and 5th Avenue was inadvertently omitted by the City of Eugene in their transmittal of May 31, 1967. Two copies of this sketch are enclosed.

NOTED
F. B. KLABOE

Your approval of the agreement as amended by this betterment credit and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Enc.
JMC:fw
bc F. B. Klaboe
V. L. Gallagher

RECEIVED
AUG 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
UG 2 8 1967

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

105-4(115)196

DATE: August 15, 1967

O : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

637

In reply refer to: 08-35.7

ROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
Acting Division Engineer

UBJECT: Oregon Project I-105-4(111)197
7th Avenue - Willamette River (Eugene)
Purchase of Additional Properties
(Mr. F. B. Klaboe's August 11 letter)

Mr. Klaboe's letter requested our concurrence in the purchase of the balance of the properties lying between the ramps of the 6th and 7th Avenue Interchange. We agree it would be desirable to purchase these properties; however, inasmuch as they are not needed to accommodate the interstate facility, Federal-aid interstate funds may not participate in their acquisition.

Federal-aid Primary Route 5-alternate extends to 7th Avenue; therefore, Federal-aid primary or urban funds could be programed to acquire the right of way in question if your department intends to extend construction of this route in the future.

orig to Barbee - R/W
copy to Young
8-25-67

RECEIVED
AUG 1 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

EIVED
1 1 1967

4(115)196

UNITED STATES GOVERNMENT
Memorandum

Moehring

6 37

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
417 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1967

In reply refer to: 08-35.7

RECEIVED
AUG 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons
A. W. Parsons, Division Engineer
Salem, Oregon

ECT: Oregon Project I-105-4(111)197
Willamette River - Seventh Avenue (Eugene)

A review of negotiated settlements consummated by right of way agents on this project, covering Commission meetings from January 31 to June 8, 1967, indicates that 50 percent of the settlements exceeded the review appraisals. Almost all such settlements were not substantially in excess of the review appraisal. However, we are concerned with this trend - particularly in view of your submitted Policy and Procedure under Point 16 of the 35 Points, which indicates, "only a small percentage of negotiated settlements varies from the review figure."

Our comments refer to this project only, as an analysis of all settlements made by right of way agents for the Commission meetings of January 31 through June 8, 1967 indicates the percentage of settlements over reviews is less than 2 percent. Therefore, it would appear that on this project there is some variance from the procedures followed in other district offices, and that they are more liberal in deviating from the appraised value as outlined under Section 6.12 of your Right of Way Manual. Your comments are requested.

Orig to Moehring
8-11-67

Our review of negotiators' reports indicates a need for the agents to be more specific in reasons as to why settlements were negotiated above the approved amount. This is not considered a major Statewide problem, but appears to happen in individual instances such as the report dated May 9, 1967 on File 40477, Warner. In this instance it is not possible to tell the reason for the increased settlement and we would assume a portion of the negotiation report is either missing or was not made. On File 40765, Marsh, a settlement of $12,500 was negotiated prior to receipt of a revised appraisal review. Again, we were unable to find the reasons for the increased settlement.

We bring these instances to your attention because effective July 1, 1967 PPM 80-4 requires settlements below or above the fair market value determination to be supported. This would apply, even though the

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

amount might not be substantial. Therefore, we urge you to bring to the attention of the negotiating right of way agents the necessity to fully explain settlements that vary from the fair market value determination.

RECEIVED
AUG 15 1967

FOR FILING
I-105-4(115)196
7637

UNITED STATES GOVERNMENT
Memorandum

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 8, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

C J Mathias

FROM : A. W. Parsons, Division Engineer
Salem, Oregon
By: C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)97
Willamette River - Seventh Avenue
Parcel 40473, DeSantis

Please refer to Assistant Right of Way Engineer J. R. Oakes' letter of August 7, 1967, concerning the review appraisal of $8,085 on the above-mentioned file.

We have made a field inspection of the property in question, and concur in the conclusions reached by your appraisal supervisor and review appraiser - that it would be speculative to consider special benefits to the remaining property. Therefore we concur in the review appraisal of $8,085.

orig to Moehring 8-10-67
copy to Young 8-14-67

NOTED
F. B. KLABOE

RECEIVED
AUG 9 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CEIVED
UG 1 5 1967

R FILING
105-4(111)196
7637

UNITED STATES GOVERNMENT

Memorandum

Moehring

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 8, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C J Mathias
C. J. Mathias
Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197, Willamette River - Seventh Ave. (Eugene)
Parcel 40469, Barnes

Please refer to Right of Way Engineer Moehring's letter of July 27, 1967 requesting our review of the appraisals on the above-mentioned file.

There is a wide variance in the two appraisals, with Mr. Vandagrift at $2,200.00 and Mr. Rodman at $11,550.00. Your review appraiser selected $11,550.00 as representing market value. The low appraisal indicates that damages to the remainder are minimal and that special benefits will offset any damages.

The high appraisal includes damages because the property has lost its corner influence and is now treated as being an inside lot. The land in the before situation was valued at $3.55 per square foot and the appraiser has damaged it to $2.25 per square foot. He has also damaged the building in the amount of $1,870.00.

NOTED
F. B. KLABOE

We tend to agree that it would be difficult to assess special benefits to the property, particularly in view of the fact that there is evidently some value left in the improvement. However, we believe additional support is needed for the large damages assessed. Other appraisals prepared by Mr. Rodman have valued corner lots on Sixth Avenue at approximately $3.50 per square foot and inside lots at $3.00 per square foot. The subject is treated as an inside lot on Lawrence Street and valued at $2.25 per square foot. The subject will have access to Lawrence Street and will retain excellent visibility to the traffic moving on Sixth Avenue and to traffic going on to the freeway. Therefore, it is difficult to see how it can be compared to an inside lot on Lawrence Street. In other words, it would not appear to have lost all of its corner influence.

orig to
Moehring
8-10-67
copy to
Young
8-14-67

Therefore, before you start negotiations with the property owner, we request that additional analysis be made of the large damages assessed to the remainder. We believe careful study should be made of the damages, particularly in light of the wide difference in the viewpoints of the appraisers and the fact that this property will retain some corner influence due to its location on Sixth Avenue and the on-ramp to the freeway.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 5-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 9 1967
[illegible]

August 4, 1967

Jay F. Oldham Company
3330 Franklin Blvd.
Eugene, Oregon 97403

Dear Sirs:

Demolition Contract (#3)
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Lane County

To enable us to make payment for your demolition contract it will be necessary that you make the following certification on your statement:

> "I, Jay F. Oldham hereby certify that I am partner, Jay F. Oldham Co., that I have knowledge of the above-described claims which is in the amount of my bid and accepted by the State of Oregon, that the service herein specified has been rendered the State of Oregon as stated and that no part thereof has been heretofore paid."

Sign here ______________________
Name

We are enclosing two copies of the Wage Certification to be completed and returned to this office with your statement and certification.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

W. H. Haskin
Property Manager

WHH:sp

Enclosures - 2

cc: Dale Hill

STATE OF OREGON

PUBLIC WORKS CONTRACTOR WAGE CERTIFICATION

124-RE-1

NAME AND ADDRESS OF CONTRACTOR OR SUBCONTRACTOR

Jay F. Oldham Co.
3330 Franklin Blvd.
Eugene, Oregon 97403

DATE OF CERTIFICATION August 7, 1967

CERTIFICATE FOR PERIOD ENDING July 29, 1967

CRIPTION AND LOCATION OF WORK molition, 7th Ave.-Willamette River Section
gene-Springfield Hwy., Lane County

CONTRACT NUMBER (#3)

FOR OFFICE USE ONLY

RUCTIONS:

1. Oregon Law (Chapter 627, O. L. 1959) specifies that no payment may be made on public work contracts unless the contractor or subcontractor, or surety, provides a certificate stating the hourly rate of wages paid to the workmen; and also certifying that such rate is not below the prevailing rates for the locality. This form is required in making such certification.
2. Submit this completed form in duplicate with each request for payment.
3. List below each craft employed by you and the hourly rate paid. It is not necessary to list each employee. Supervisory and office personnel, or other workmen on regular monthly or per diem salary need not be listed.
4. Complete the affidavit on this form and have it notarized.

CRAFT CLASSIFICATION	MINIMUM RATE
Cat Operator (D-8)	5.48
rane Operator (25T)	5.54
Crane Operator (30T)	5.66
iler	4.96
Dump Truck Drivers	4.63

ADDITIONAL SPACE ON BACK

APPRENTICE CLASSIFICATION	INTERVAL	PERIOD	MINIMUM RATE

OVERTIME PROVISIONS

Overtime paid at the rate of time-and-a-half

AFFIDAVIT

Being first duly sworn, I hereby certify that the hourly rate of wages shown on this form was paid each classification of workmen employed by me (my principal) upon the public work project specified above. I further certify that no workmen employed by me (my principal) upon said public work has been paid less than the prevailing rate of wage or less than the minimum hourly rate of wage specified in the contract for said public work. I have read this statement and certificate and know the contents thereof and the same is true to my knowledge.

SIGNATURE Jay F. Oldham

TITLE Partner

☑ CONTRACTOR ☐ SUBCONTRACTOR ☐ CONTRACTOR'S SURETY ☐ SUBCONTRACTOR'S SURETY

SUBSCRIBED AND SWORN TO BEFORE ME

NOTARY PUBLIC innette L. [illegible]

DATED August 7, 1967

COMMISSION EXPIRES Feb. 23, 1968

SECTION 5, CHAPTER 627, O. L. 1959.

Before payment is made of any sum due on account of a contract for a public work, the state treasurer or the treasurer of the county, city, district, authority, public corporation or entity or of any of their instrumentalities organized and existing under charter or law, or other officer charged with the disbursement of funds applicable to the contract under and pursuant to which payment is made, shall require the contractor or his surety and every subcontractor or his surety to file a statement in writing in form prescribed by the State Labor Commissioner, certifying the hourly rate of wage paid each classification of workmen employed by him upon such public work, and further certifying that no workman employed by him upon such public work has been paid less than the prevailing rate of wage or less than the minimum hourly rate of wage specified in the contract, which certificate and statement shall be verified by the oath of the contractor or his surety or subcontractor or his surety that he has read such statement and certificate and knows the contents thereof and that the same is true to his knowledge.

RECEIVED
AUG 4 1967

[illegible]

UNITED STATES GOVERNMENT

Memorandum

Moehring

I-105-4(115)196

96.37

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 31, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C J Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197
7th Avenue - Willamette River Section
Parcel 40211, Carter Oil Company

Right of Way Engineer Moehring's letter of June 27, 1967 provided additional data from the State's appraiser as to their reasons for relying on the cost approach in valuing the property to be acquired from Carter Oil Company.

The information provided adequately explains the reasons for the appraisers not using the income approach. Therefore, it will not be necessary that the appraisals be revised to include an income approach.

orig to Moehring
8-2-67
copy to Young
8-3-67

NOTED
F. B. KLABOE

RECEIVED
AUG 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 31 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-105-4(115)196

Moehring

7637

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 20, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197
Willamette River - Seventh Avenue (Eugene)
File 40668, Dunning
(Mr. J. R. Oakes' July 3 letter)

This property is located at the southwest corner of the intersection of Washington Street and Seventh Avenue. The taking includes 198 square feet of land and complete access control along the Washington Street frontage.

The appraisal selected as representing just compensation damaged the remainder $1,800 for loss of corner influence which resulted from the imposition of access control. Since access is neither controlled along the south side of Seventh Avenue, nor along the east side of Washington Street, nor any further south along the west side of Washington Street, we question the need for this short section of control; therefore, Federal participation will be limited to $700, the value of the real property taken, or an amount not substantially in excess thereof.

NOTED
F. B. KLABOE

orig to Moehring
7-21-67
copy to Young
7-25-67

RECEIVED
JUL 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 5 - 1967

FOR FILE

I-105-4(115)176
7637

May 5, 1967

Mr. Hugh McKinley
City Manager
City Hall
Eugene, Oregon 97401

Re: Handling of Traffic
During Construction
Seventh Street-Willamette
River Section
Eugene-Springfield Highway
Interstate Route 105
Bridges No. 9600, 9600A,
9601 and 9683

Dear Mr. McKinley:

In order to accomplish an architecturally integrated and aesthetically pleasing project, we have selected a reinforced concrete box girder type for the structures which are not already under contract on the subject section of I-105.

The details of these structures will be coordinated with those of the river crossing and the overcrossing of the future Eugene--Mapleton Highway, both of which are currently under contract. It is structurally essential that this type of structure be used on the sharply curved alignment of the overcrossings of Washington and Jefferson Streets.

As the construction of box girders necessitates the use of falsework of reasonable span lengths, certain restrictions on traffic on the existing streets will be required. This has been discussed at a meeting in Eugene on April 25, 1967, with Mr. Don Allen and some of our people.

Subsequent to the meeting, our analysis of the construction problems indicates that the falsework openings required are as follows:

1. Washington and Jefferson Streets - 14 feet, 6 inches by 34 feet.
2. Sixth Avenue - 14 feet, 6 inches by 30 feet.
3. First Avenue - 14 feet, 6 inches by 30 feet.
4. Fifth Avenue - 21 feet by 38 feet.

The contractor's schedule will generally be such as to complete the work in the above-listed order and remove the falsework over Washington and Jefferson Streets at the earliest possible date. In general, the contractor will be required to keep 34 feet of Washington and Jefferson Streets open during construction of the adjacent retaining walls.

As requested by Mr. Don Allen, transmitted herewith are two copies of our architectural perspective drawing covering the major portion of the remaining work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Encl. (2)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
F. B. Crandall

LLW:mb /TE:ja

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN (I-105)

Page 1 of ___ Pages.

Prefix 7687   I 105-4(15)176

Date 5-3-67

MAY 10 1967

Section 7th STREET - WILLAMETTE RIVER Highway EUGENE - SPRINGFIELD County LANE

Res. Engr. ______ Approx. Length 0.56± Miles. Sta. 61± to Sta. 91±

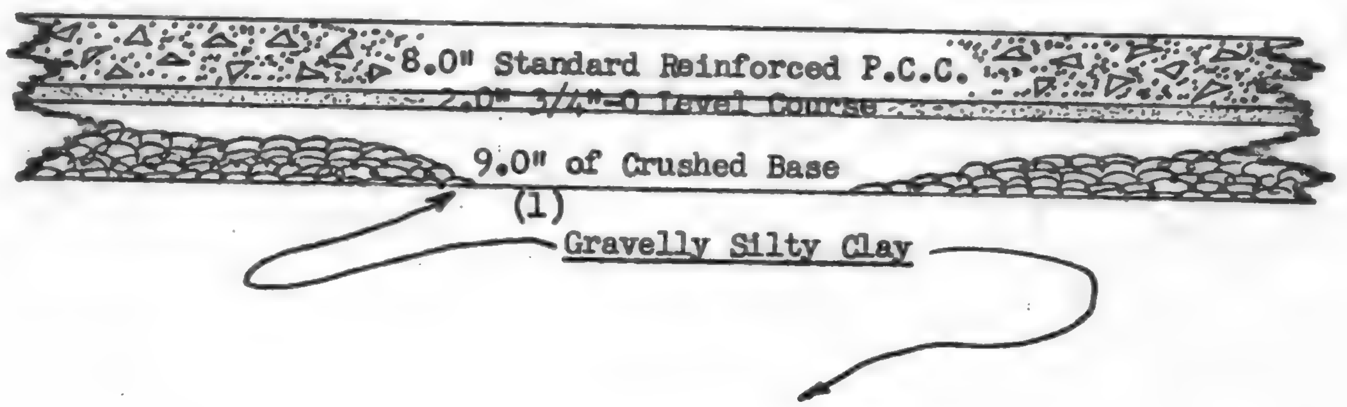
Truck A.D.T. 820 Traffic Coefficient 10.2 18 kip s.a. per day 575.5.

Annual Precipitation 42"± Frost Penetration ---------.

CBE Total Req.	Credit	Actual Thick.	
		8.0	S.R.P.C.C
		2.0	Level
		9.0	Cr. Base
31.0		19.0	

5-3-67

(1)
Typical Soil
40 LL
15 PI
73 %P 10
53 %P200
26 %Gravel
8 %C Sand
12 %F Sand
28 %Silt
26 %Clay
14 "R" Value



AASHO CLASSIFICATION:
A-7-6 (6)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. ______ for Staff Assistant

Recommended by ______ Engineer of Materials

Recommended by ______ asst Construction Engineer

Approved by F B Klaboe Asst. State Highway Engineer

7th STREET - WILLAMETTE RIVER
Eugene - Springfield Highway (I-105)
Lane County

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	"CBE" Total Requirement	Actual Thickness
Main Line	6.0"	6.0"	- - -	8.0"	31.0"	20.0"
240 - 600	4.0"	6.0"	- - -	10.0"	29.0"	20.0"
90 - 240	4.0"	6.0"	- - -	7.0"	26.0"	17.0"
30 - 90	3.5"	3.0"	- - -	10.5"	23.0"	17.0"
8 - 30	3.0"	- - -	2.0"	12.0"	20.0"	17.0"
1 - 8	2.0"	- - -	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	- - -	2.0"	6.0"	12.0"	10.0"

Should substitutions be made use the "CBE" column to obtain "Total Thickness Required" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base
1.0" Plant Mix Bituminous Base = 1.8" Crushed Base
1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

SECTION: 7th STREET - WILLAMETTE RIVER

HIGHWAY: Eugene - Springfield (I-105)

COUNTY: Lane

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year ____________

A. 1968 Present ADT 23600 (Total)

B. 1988 Future ADT 42000 (Total)

C. Mean ADT 32800 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= .025 x (C) 32800 = 820

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 820 x (H) 100 % = 820

TRAFFIC COEFFICIENT = $K\,(I)^{0.119}$
where K = 4.669

= 10.2

SECTION: 7th STREET - WILLAMETTE RIVER
HIGHWAY: Eugene - Springfield (I-105)
COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Adjacent sections to the North are or are planned for P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Item 6.

Approximately 1/3 of the total length of this project is structure and continuity of pavement type is desirable.

RECEIVED
APR 24 1967
FOR FILING

UNITED STATES OVERNMENT

Memorandum

Klaboe

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 18, 1967

I-105-4(115)196
7637

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-105-4(112)197, Willamette River - 7th Street Section
Eugene Water and Electric Board Utility Adjustment
Water Main and Powerline Adjustments

Our memorandum dated March 1, 1967 approved the P.S. & E. documents for the physical construction phase of the related project I-105-4(113)197, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated January 31, 1967 covering utility adjustments and traffic control measures was approved by this office on February 17, 1967. We find satisfactory the plans and estimate for that portion of City-owned adjustments within City limits furnished with Mr. Litchfield's letters dated April 7 and April 12, 1967. Our approval of the plans and estimate shall be subject to documentation to substantiate the utility's right of occupancy on that portion of their facilities not located on City streets, if necessary. The April 7 letter provides for relocation of the 6-inch water main on Cheshire Avenue to Jefferson Street, and the April 12 letter covers the powerline adjustments to 1st Street.

We would like to caution you that, although these submissions were improved, certain details were lacking in the sketches; also, several vague percentages were used in the estimates. These oversights could cause a delay in future authorizations.

Until action is taken on Mr. Litchfield's February 16 letter by our Washington office, the portion of Eugene Water and Electric Board's power facilities that would be affected by the inclusion in the structure should not be adjusted.

Our program memorandum dated February 23, 1967 authorized you to proceed with preparatory work for all utility adjustments, effective on that date. This memorandum confirms that you were verbally authorized to proceed with actual adjustments for the above-mentioned City-owned utility adjustments effective on April 10 for the waterline and April 12 for the powerline due to construction activity on I-105-4(113)197. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated October 15, 1966.

NOTED
F. B. KLABOE

4-24-67 REFERRED TO
F. Luft - W. Young
By Asst. State Hwy. Engr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1967

U. S. DEPART T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~U.S. DEPARTMENT OF COMMERCE~~
~~BUREAU OF PUBLIC ROADS~~
477 Cottage Street NE.
Salem, Oregon 97301

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)
UNITED STATES GOVERNMENT

Memorandum

Moehring

I-105-4(115)196
7637

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 17, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197
Willamette River - Seventh Avenue (Eugene)
Appraisal, File 40211, Carter Oil

In reviewing the appraisals on this file we note the appraisers have relied entirely upon the cost approach to value. While service stations may have some of the characteristics of a special use property the fact still remains that they are bought and sold in the market and they usually produce an income for the owner; therefore, it would seem appropriate that the market and income approaches should be considered.

Your appraisers indicate there is little, if any, market data on service stations available in Eugene and this may be so; however, there must be ample income data upon which an income approach could be predicated. In this case we consider an income approach especially important because the station is only pumping 120,000 gallons annually and use of the cost approach alone may result in an erroneous value for the property.

Before approving these appraisals as a basis for Federal participation in the acquisition, as well as participation in the cost of the appraisals, we are requiring that they be revised to include an income approach. You may also consider this our approval to secure a third appraisal, if necessary, from an individual experienced in service station valuation and capable of developing an income approach.

In reviewing other appraisals on this line we have further noted that Mr. Rodman seldom provides an income approach derived from the capitalization of income even though several of the properties would lend themselves to this technique. Instead, he prefers to develop a value by application of a gross annual multiple. Although the latter method has some merit, we feel that when a property produces income which can be capitalized that appraisals should contain this approach.

orig to Moehring
copy to Young
4-20-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
F. B. KLABOE

RECEIVED
MAR 24 1967

FOR FILING
105-4(115)176
7637

Form [illegible]
(11-63)
(Prés. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Moehring
Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 21, 1967

In reply refer to: 08-35.7

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C J Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197
Willamette River - 7th Avenue (Eugene)
Appraisal, File 40668, Dunning

This property lies at the southwest corner of the intersection of Washington Street and Seventh Avenue. The taking consists of a 198 square foot triangular shaped parcel adjoining Washington Street. Full access control will also be imposed along the Washington Street frontage.

The appraiser has damaged both the remaining improvement and the remaining land. If we interpret his appraisal correctly, the bulk of these damages are attributable to denial of access to Washington Street. Since access to Seventh Avenue will be retained, the property is deemed to have reasonable access to the public road system. Therefore, in accordance with paragraph 6k, PPM 21-4.1, Federal funds may not participate in damage payments for loss of access. Federal participation should not be claimed on an amount in excess of $700, which represents the value of the taking of 198 square feet from the property, without the submission of supporting information to this office.

NOTED
F. B. KLABOE

orig to Moehring
3-24-67
copy to Young

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7-38

RECEIVED
MAR 7 1967
FOR FILING
05-4(115) 196
1637

JACKSON, CHAIRMAN
DLEY, MEMBER
MPSON, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 6, 1967

Northwest Natural Gas Company
P.O. Box 986
Eugene, Oregon 97401

Re: Preliminary Right of Way Map
7th Avenue-Willamette River Section
Eugene-Springfield Highway
Lane County

ATTENTION: Mr. James Bahr, Engineer

Gentlemen:

Enclosed you will find two prints of the preliminary right of way map, our File No. 8B-24-14, on the above-subject project. The present tentative schedule calls for opening of bids on September 7, 1967 on the 7th Ave.-1st Ave. Section. The Bridge to 1st Avenue section is advertised for the March 28 bid opening.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated October 15, 1966.

This estimate and sketch should be submitted to Mr. J.E. Holcomb, Field Utilities Liaison Engineer, P.O. Box 1128, Roseburg, 97470.

Upon completion of the sketch map for your relocation, please contact the Field Utilities Liaison Engineer for assistance in applying for an amended or a new permit. The State is now required to have, in their possession, executed permits for all utilities on public road right of way not later than five (5) weeks prior to the opening of bids.

Very truly yours,

F.D. Morgan
Construction Engineer

By

T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
1967
OFFICE OF

NOTED
F.B. KLABOE

RMF:sg

Enc.

cc: NNG - Portland
~~F.B. Klaboe~~
L.R. Chandler
J.E. Holcomb

RECEIVED
MAR 6 - 1967

FOR FILING

CD-121 UNITED STATES GOVERNMENT

Memorandum

KLABOE

-105-4(115)176
7637

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: March 1, 1967

In reply refer to: 08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

OM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

ECT: Oregon Project I-105-4(111)197
Willamette River - 7th Avenue (Eugene)
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized acquisition of right of way on June 14, 1966, September 8, 1966 and September 30, 1966. Federal participation is subject to the provisions of PPM 21-4.1 dated December 30, 1960.

When the entire project is put under agreement please submit a revised set of plans which show the access control line.

The project agreement will be forwarded for your approval at a later date.

Enclosure

RECEIVED
MAR 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Young W/ enc.
By Asst. State Hwy. Engr.
3-3-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 1 - 1967
FOR FILES

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

Klaboe

I-105-4(115)196
7637

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 23, 1967

In reply refer to: 08-35.EC-710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Chase's January 31, 1967 letter submitted four items for inclusion in the subject program. These four Interstate Stage 2 projects are approved effective today:

Item	Project	Location	Work
481	I-105-4(112)197	Willamette River-7th Ave. Sec.	Utility Adj.
482	I-105-4(113)197	Willamette River Bridge Sec.	2 structures, Pave.
* 483	I-5-4(56)235	North Albany Interchange	Fencing
484	I-5-5(35)273	Woodburn Interchange	Utility Adj.

On Item 481, I-105-4(112)197, Willamette River-7th Ave. Section, utility preparatory work is authorized, also effective today.

Item 482, I-105-4(113)197, Willamette River Bridge, is amended, as a minor program change, to include signing and two sign bridges at Stations 59 and 61 per Mr. Young's February 20, 1967 letter.

On Item 483, I-5-4(56)235, North Albany Interchange, our participating cost shall be limited to the difference between the original fence cost and the proposed fencing cost adjusted to the contract bid amount.

For Item 484, I-5-5(35)273, Woodburn Interchange, you are authorized to proceed with utility preparatory work effective this date.

This action provides for improvement on 1.56 miles of Interstate Highway at a total estimated cost of $2,512,704.00 of which $2,310,160.00 is reserved as Federal-aid Interstate funds.

* Item 483 - This work provides for an essential safety feature and therefore is classified as an Interstate Safety Improvement project.

NOTED
F. B. KLABOE

3-1-67
Young

RECEIVED
FEB [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
[illegible] 7 - 1967
FOR FILING

I-105-4(115)196
7637

Agenda
4j

February 7, 1967

MISC. CONTRACTS and
AGREEMENTS No. 3281

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon 97401

Gentlemen:

We are enclosing for your files a fully executed copy of a throughway construction agreement covering the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway (I-105) in Lane County.

A fully executed copy of this agreement has been sent to the City of Eugene, and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

RECEIVED
JAN 12 1967

FOR FILE:

Const
R/W
Eug - Spfd Sec

January 11, 1967

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the January 31 meeting will be a throughway construction agreement with the Lane County Board of Commissioners and the City of Eugene for the 7th Avenue-Willamette River Section of the Eugene-Springfield Highway. (I-105)

This agreement provides for construction and maintenance of the project by the State, within the right-of-way limits of the project, and covers right-of-way acquisition, grading, base, paving, and structures.

Further provisions are made for utility relocation, road and street closures, and future street or road separation structures.

The project is tentatively scheduled for letting in the spring or summer of 1967 and is estimated to cost $6 million.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
H. S. Cox
C. H. Maison
F. D. Morgan
L. H. Young
Ivan Merchant
L. R. Chandler

DNH:mm fn

FORM 2-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 2 1967
FOR FILING

I-105-4(115) 196
7637

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 1, 1967

Western Union Telegraph Company
125 - 12th Street
Oakland, California

Re: Preliminary Right of Way Map
7th Avenue-Willamette River Section
Eugene-Springfield Highway
Lane County

ATTENTION: Mr. F.L. Sulloway

Gentlemen:

Enclosed you will find one print of the preliminary right of way map, our File No. 8B-34-14, on the above-subject project. The present tentative schedule calls for opening of bids on September 7, 1967 or later.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-3 dated October 15, 1966.

This estimate and sketch should be submitted to Mr. J.E. Holcomb, Field Utilities Liaison Engineer, P.O. Box 1128, Roseburg, Oregon.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

RMF:sg

Enc.

cc: F.B. Klaboe
L.R. Chandler
J.E. Holcomb

RECEIVED
FEB 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1967

FOR FILING

I-105-4(115)196
7637

January 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting program data for four Interstate Projects, Items 481 thru 484, which we desire to have included in the Federal Interstate Highway Program.

We would appreciate your early program approval of Items 481, 483 and 484. Item 482 covers a construction project which is scheduled for the March 23, 1967 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Federal Aid Engineer

RNC:mw

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-A

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-105 0.3 mi. NE Willamette R (Eugene) S.1.2 mi. 21 65	ADT	PRESENT 9,000	FUTURE 26,200 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Utility Adjustment 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	P

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Lan
	NAME OF URBAN AREA 17-31 Eugene	ROUTE NO. I FEDER

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJ TOTAL ESTIMATED COST	FEDERAL FU
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-105 0.3 mi. NE Willamette R (Eugene) S. 1.2 mi.			
5					ROW		(Willamette R.- 7th Ave. Section)			
5					CONST (CODE) Y-060			1.20	40,000	36,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.20	40,000	36,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

gene) 65	**ADT**	PRESENT 9,000	FUTURE 26,200 (66) (70)	YEAR 87 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 042 (9)	ITEM NO. (14) 481 (16)

I. Projects Only

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I 23	NUMBER 7 105-4(112)	SEQ. NO. 13	POST MI. 197	DESIG. 27

COUNTY NAME: Lane — CODE: 039

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. I — FEDERAL-AID: I-105 (32) — STATE (36) — U.S.: (37) I-105 (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (56)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ene)						Utility Adjustments Incl. prep. work. (Future 4-12' lanes H.T. Pave. and strs.)
Ave.						
	1.20	40,000	36,000	4,000		ROW-200' normal; Access Control-Full; Parking Restrictions Complete
ROJECT TOTALS	1.20	40,000 (16)	36,000 (23) (24) (33)	4,000		

REMARKS

Additional Data-Item 429, Project I-105-4(111)197. This project is being programmed to facilitate construction by early utility clearance.

USCOMM DUSCOMM-DC 48968-P61

RECEIVED
FEB 1 1967

FOR FILING

I-105-4(115)196
7637

SP-23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1967

SUBJECT: Utility Adjustments
Willamette River Bridge and
7th Street-Willamette River Sections
Eugene-Springfield Highway
Lane County

To: Mr. L.H. Young
Office Engineer

BUILDING

Preliminary estimates for the cost of adjusting utilities on the subject project are as follows:

Utility Adjustment Costs:	
Pacific Northwest Bell Telephone Co.	$1,000
Western Union Telegraph Company	4,000
Eugene Water & Electric Board (transmission)	10,000
Railroad Facilities Adjustment Costs:	
Southern Pacific Railway Company	$20,000
Oregon Electric Railway Company	5,000
TOTAL	$40,000

NOTED
F.B. KLABOE

Please program this work as a separate utility project.

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL/PGP:sg
cc: F.B. Klaboe
R.N. Chase

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

2-18-66

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 16, 1966
08-35.3/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program, I-105-4(111)

REFERRED TO
BY ASST. STATE HWY. ENGR.
2-18-66

Reference is made to yesterday's conference between Messrs. Edwards and Klaboe of your Department and Messrs. Dec and Arenz of this office in regard to the subject project.

In response to Mr. Edwards' request we are returning the program documents for correction in line with discussion at the meeting.

Justification material for projects in the Eugene-Springfield Urban Area must be prepared to comply with Section B-5 of Instructional Memorandum 50-2-65 regarding Federal-aid program approval in urbanized areas. It is essential that the documentation material accompanying the subject project be coordinated with the submission, which we have been informally advised is being prepared to support a system revision for FAS 238 in the Eugene area. Both submissions will be forwarded to our Washington office for concurrent review.

As you know, the proposed connection of this Secondary with I-105 south of the Willamette River complicates the traffic movement on the southern portion of the Interstate facility. An overall plan for this area, providing adequate support for the items listed in Section B-5 of IM 50-2-65 must be prepared to permit submission of new projects to our Washington office.

Klaboe

NOTED
TOM EDWARDS

It is assumed that the facility which is of immediate critical concern in this area is the Interstate bridge across the Willamette River. Right of way in this area has been programed under Project I-105-4-(105)196 for several years. It is our understanding that acquisition of property under this project has been largely completed. If this is so, construction of the Willamette River Bridge could be programed under provisions of Section B-3 of IM 50-2-65. This approach would allow adequate

SAVINGS PLAN

(more)

Copy to Potter
Klaboe

NOTED
R N CHASE

time for resolvement of system and design features of the southern portion of I-105 and the proposed new location of FAS 238, including testing of the various alternates under the transportation planning process, which is scheduled to be completed during the current year.

Enclosure

RECEIVED
[illegible] 1968
[illegible]

FORM [illegible]-122X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting revised PR-1 Forms and necessary support data, in response to Mr. Parsons' memorandum of December 16, 1965, for the proposed right of way project I-105-4(111)197.

The following documents are enclosed:

1. PR-1 Forms Project I-105-4(111)197. (Stage 2)
2. Two copies "Route Documentation Material FAI-105".
3. Two copies of Mr. Olson's memorandum of Dec. 30, 1965, containing data of comparative costs of fill construction and viaduct construction.
4. Two copies of route location map "7th Ave.-Willamette River Section I-105" approved by the City of Eugene.
5. Two copies of route location map "Oak Hill-I-105 Section (Mapleton-Eugene Hwy.) and 7th Ave.-Willamette River Section (I-105) approved by the City of Eugene.
6. Two copies of route location map "Oak Hill-I-105 Section (Mapleton-Eugene Hwy.) and 7th Ave.-Willamette River Section (I-105) approved by the Board of Commissioners of Lane County.

We trust the above data will be sufficient to permit the approval of the project and authorization to proceed with the incidentals for the complete project and actual acquisition of rights of way from the Willamette River to 5th Avenue.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Crandall
J. R. Oakes
R. N. Chase

FORM B-123X 50M 7-65

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Item 429, Proj. I-105-4(111)197.

Dear Sir:

We are submitting revised PR-1 forms in response to Mr. Parsons' memorandum of November 18, 1965, for Item 429, Project I-105-4(111)197 including new project sketch map.

The terminus of the proposed right of way project has been extended to 7th Avenue so as to include all of the approved Interstate extension and the project length and cost increased to conform with the change in termini.

We are enclosing the following documents in support of the program item:

a. Three copies of Urban Transportation Planning documentation as required by paragraph B-5 of IM 50-2-65.

b. Mr. Holt's memorandum of November 26, 1965 setting forth estimated cost of R.O.W. and relocation of displaced persons for the revised project.

c. Mr. Holt's memorandum of November 9, 1965 setting forth the State's plan for handling relocation assistance.

We hereby request authorization to proceed with incidentals for the entire project.

We further request authorization to proceed with actual acquisition of the rights of way from the Willamette to 5th Avenue as outlined in red on the sketch map "Jefferson Street-Washington Street Couplet, October, 1962" which was submitted with our letter of November 16, 1965. A copy of Mr. Holt's memorandum of October 27, 1965, giving the estimated cost of this portion of the right of way was enclosed with our letter of November 16, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:mb
Encls.

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 18, 1965

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(111)197
Willamette River-Fifth Street (Eugene)
Right of Way

Mr. Young's November 16 program approval request letter submitted the subject project for our action under Item 429. It appears that this item qualifies as an urbanized area (over 50,000 population) project hence falls under paragraph B-5 of IM 50-2-65.

Unless advised otherwise we shall hold these documents until receipt of sufficient documentation to permit us to forward this project to our Washington office for their review.

We note that this project overlaps the right of way project I-105-4(105)196 currently under agreement, which may cause future complications. Furthermore the southern terminus of this project apparently does not cover the southerly two blocks of the approved Interstate extension.

Edwards
Crandall 11-23-65
Jattemond

REFERRED TO
Young
ASST. STATE HWY. ENGR.

copy to mailing
11-22-65

RECEIVED
NOV 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 23 1965
OFFICE ENGINEERING
DIVISION

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one Stage 1 Right of Way project, Item 429, Project I-105-4(111)197, which we desire to have included in the Federal-Aid Interstate Highway Program.

We are submitting two copies of sketch map "Jefferson Street-Washington St. Couplet, October 1962" showing, as outlined in red, the limits of the right of way involved under this project. We are enclosing a copy of Mr. Holt's letter of November 9, 1965, setting forth the State's plan for handling relocation assistance.

We hereby request your authorization to proceed with incidentals and actual acquisition of rights of way.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encls.

RECEIVED
AUG 4 1967

FOR FILING

I-105-4(115)176

7637

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1967

SUBJECT:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

1687

Assignment No. 1687
Right of Way File 40668 (Dunning)
Project No. I-105-4(111)197

I have been advised by the Right of Way office that they have this matter on a bring-up for June 30, 1967. The parcel is presently being reappraised to see if we can justify paying more money to the property owner. The appraisal is presently underway.

NOTED
R. L. PORTER

L. H. Young
L. H. Young
Office Engineer

Attachment (Assign. #1687)

LHY:ia

B/up ~~6/30~~
~~7/6~~
~~7-24~~

5-31-67
Info to Porter

NOTED
F. B. KLABOE

RE[illegible]
MAY 26 1967
STATE [illegible] ER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97303

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: O. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197
Right of Way
(Mr. L. H. Young's May 12, 1967 letter)

Returned herewith are approved revised right of way plan sheets, nos. 2, 2A, 3 and 4 for the subject project. This office authorized the acquisition of right of way on June 14, 1966, September 8, 1966 and September 30, 1966. Federal participation is subject to the provisions of PPM 21-4.1 dated December 30, 1960.

Our memorandum of March 21, 1967 advised that Federal funds would not participate in damage payments accruing to File 40668, Dunning, as a result of loss of access to Washington Street. Federal participation should not be claimed on an amount in excess of $700 which represents the value of the taking of 198 square feet of land from the property.

The project agreement will be forwarded for your approval at a later date.

Enclosure

[illegible]

orig to Young w/enc.
5-26-67

RECEIVED
MAY 26 1967
OFFICE ENGINEERING
DIVISION

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Chas
Investigate
Advise
Y

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-90X—00M—3-66 SP*28500-784

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
378 Washington, Eugene, Oregon
April 27, 1967

NOTED
JOHN R. OAKES

SUBJECT: File No. 40668 Dunning
7th Ave.-Willamette River Section
Eugene-Springfield Highway
Lane County

To: John R. Oakes
Assistant Right of Way Engineer

NOTED
D. H. MOEHRING

SALEM

Reference subject file, Mrs. Dunning just left my office and the $700.00 figure for the taking from her property is unacceptable to her, and I am not convinced in my mind that her feelings are not justified. On the attached sketch map, I have shown Mrs. Dunning's property in relationship to the traffic pattern on Washington Street and 7th Avenue. You will note that these are one-way thoroughfares which are heavily traveled. All "on-street" parking is prohibited on 7th Street in front of Mrs. Dunning's property. Parking is permitted on Washington Street in front of Mrs. Dunning's property and will permit the parking of two vehicles, however, these two spaces are usually occupied during the working hours by persons working for a real estate office located across Washington Street from Mrs. Dunning's property. The only parking area that Mrs. Dunning has for her property, as it exists today, is the driveway which will facilitate parking three vehicles. Our taking and access control will eliminate this parking, and leaves Mrs. Dunning virtually with no parking area unless she re-established one off from 7th Avenue which would require a Permit for a curb cut, and constructing a graveled driveway or small parking area adjacent to her westerly property line at the rear of her house. Even then I would adjudge that this arrangement would reduce her parking area by one vehicle.

Perhaps the Bureau of Public Roads is justified in their stand on circuity of route, and I am in agreement with them on this issue, and I can sell Mrs. Dunning on this theory, however, I feel that we are overlooking an obligation of restoring her driveway and/or parking facility as the case may be. Mrs. Dunning is a widow lady in her late 50's, and she operates an antique furniture refinishing business from this property which is her sole income, and it is imperative that vehicular ingress and egress be considered to her property for the loading and unloading of wares to be refinished. I request that this file be reviewed on the basis set forth above. Please let this letter also act as negotiation record for this contact.

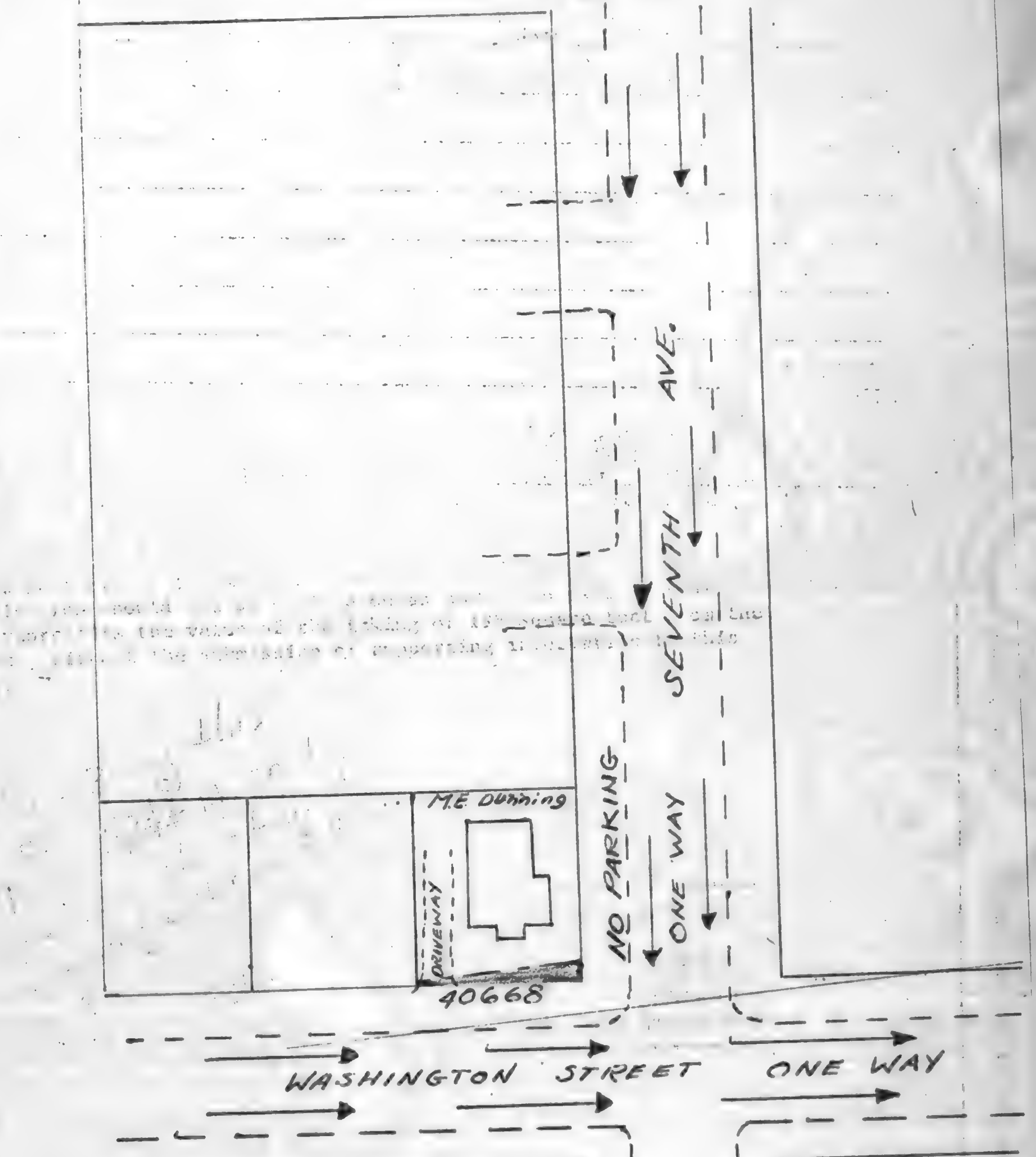
Dale D. Hill
Right of Way Agent

cc: K. A. Chatwood
L. W. Riley

4-27-67 - I looked this property over on ground Today. I belie property is damaged but appraisal as written is improper. Rodman is to look at his appraisal and if he won't correct another appraisal is to be ordered. B.P.R should talk To land owner

KAC

FILE NO. 40668 DUNNING
7TH AVE. - WILL RIVER SECT.
EUGENE - SPFD HWY.
LANE COUNTY


SEVENTH AVE.
NO PARKING
ONE WAY
M.E Dunning
DRIVEWAY
40668
WASHINGTON STREET ONE WAY
N

RECEIVED
MAY 29 1967

Form CD-121 (11-63) (Prsc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97303

I-105-4(115)196

7637

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 23, 1967

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-105-4(111)197
Right of Way
(Mr. L. H. Young's May 12, 1967 letter)

Returned herewith are approved revised right of way plan sheets, nos. 2, 2A, 3 and 4 for the subject project. This office authorized the acquisition of right of way on June 14, 1966, September 8, 1966 and September 30, 1966. Federal participation is subject to the provisions of PPM 21-4.1 dated December 30, 1960.

Our memorandum of March 21, 1967 advised that Federal funds would not participate in damage payments accruing to File 40668, Dunning, as a result of loss of access to Washington Street. Federal participation should not be claimed on an amount in excess of $700 which represents the value of the taking of 198 square feet of land from the property.

The project agreement will be forwarded for your approval at a later date.

Enclosure

Fred:
Should not we fight this on 40668?
RLP

orig to Young w/enc.
5-26-67

RECEIVED
MAY 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 5 - 1967

FORM E-30 30M 10-63 SP*23401-734

105-4(115) 176

7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 30, 1967

SUBJECT: Jefferson St. and 6th Avenue
Offramp
Washington St. and 6th Avenue
Onramp
7th Avenue-Willamette River,
Eugene Section
Eugene-Springfield Highway
Lane County
Brs. Nos. 9600, 9600A

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

Att: Mr. Jack Sollis

In the process of completing the I-105 spur (Eugene-Springfield Highway), it is necessary to overcross the Oregon Electric Railroad tracks located near 5th Street in Eugene. In order to do this, it will be necessary to make an application for a PUC order allowing these crossings.

Attached, are 12 prints each of Dwgs. Nos. 23149, 23150, 22784 and 22786 which are the vicinity maps and plan and elevation drawings which are to be used as exhibits in our application for a PUC order.

The proposed structures are to be located in the NE¼ of the NW¼ of Section 31, T. 17 S., R. 3 W., W.M., Lane County, Oregon. These structures are both 150' long measured along the "JF" and "WN" lines and consist of 80', 95', 100', 103', 102', 100' and 70' reinforced concrete box girder spans, respectively. All bents along these lines are parallel to the center line of 5th Avenue and the railroad tracks.. The 6th Avenue off and on ramps are 451' and 460' measured along their center lines. Span lengths are as shown on the attached drawings. The roadway width is 36' between curbs on the Washington Street ramp. On the Jefferson Street ramp, the roadway width varies from 36' to 48' between curbs. Both the 6th Avenue on and off ramps have a 26' roadway width between curbs.

The grade lines for the various ramps are as follows: The Jefferson Street southbound ramp is located on a 170' vertical curve with an ascending grade of 7.538% to the north and a descending grade of 0.971% to the south. The points of intersection of the grades are at Sta. 66+05.00 at elevations 444.86, 15' to the left and 445.46, 15'

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

to the right of the "JF" line. The Washington Street northbound ramp is located on a 200' vertical curve with an ascending grade of 7.542% to the north and a descending grade of 0.6793% to the south. The points of intersection of these grades are at Sta. 66+30 at an elevation of 447.97, 15' to the left and 447.37, 15' to the right of the "WN" line. The grade line at the right curb of the 6th Avenue offramp is on a 170' vertical curve with an ascending grade of 6.992% to the north and a descending grade of 1.19% to the south. The point of intersection is located at Sta. 67+87 at elevation 446.18. The grade at the left curb of the 6th Avenue offramp is located on a 200' vertical curve with an ascending grade of 6.992% to the north and a descending grade of 1.19% to the south with the point of intersection at Sta. 68+30 at elevation 446.17. The grade at the left curb of the 6th Avenue onramp is located on a 180' vertical curve with an ascending grade of 6.752% to the north and a descending grade of 0.83% to the south with the point of intersection at Sta. 63+95 at elevation 448.06. The grade of the right curb of the 6th Avenue onramp is located on a 200' vertical curve with an ascending grade of 6.751% to the north and a descending grade of 0.83% to the south with the point of intersection at Sta. 64+35 at elevation 447.89.

The center line of the railroad track intersects the 6th Avenue offramp at Hwy. Sta. 69+77.05 POT=RR Sta. 6438+15.38 POT with an intersecting angle of 78° 07" in the NE quadrant. The "JF" line at Sta. "JF" 69+80.73 POT=RR Sta. 6438+43.18 with an intersecting angle of 84° 06" located in the NE quadrant. The "WN" line at Sta. 69+81.70 POT=RR Sta. 6440+54.40 POT with an intersecting angle of 95° 18"30' located in the NE quadrant. The 6th Avenue onramp at Sta. 69+77.87 POT=RR Sta.6440+87.73 with an intersecting angle of 99° 19" located in the NE quadrant.

The vertical and horizontal clearances are indicated on Dwgs. Nos. 22784 and 22786 and are greater than the minimum PUC requirements; however, during construction, it will be necessary to have an impaired clearance as shown on these two drawings consisting of 21' minimum vertical clearance and 19' horizontal clearance, both sides of track - the horizontal clearance being for vehicular traffic as well as rail traffic.

These overcrossings are to be constructed with Federal and State funds and since the Railroad will not benefit from the construction of these structures, no participation in the cost is requested from them. Any necessary expense incurred by the Railroad in connection with the construction of these structures will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

The average daily traffic will be approximately 22,600 with an anticipated increase to 42,000 vehicles per day in 20 years. There are two railroad movements per day.

In this construction prpject, the State should do the following things: Prepare plans, specifications, award the contract and supervise construction and upon completion of construction, maintain the overcrossing structures and other highway appurtenances. In this construction project, the Railroad should furnish preliminary engineering, switchman and flagman services to protect its operations during construction and if necessary, remove and protect its signal and communication lines during the same period and replace in final location upon completion of construction and maintain the trackage at its own cost and expense.

Will you please prepare an application to the Public Utilities Commission for an order permitting this construction.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:mb
Att.
cc: Tom Edwards
T. W. Litchfield

ECEIVED
JUL 6 - 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

Moehring

105-4(115)196
-1637

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 30, 1967

In reply refer to: 08-35.7

: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A.W. Parsons

ROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-105-4(111)197
7th Avenue - Willamette River (Eugene)
File 40470, Demarest
(Mr. K. A. Chatwood's June 27 Letter)

This is to confirm our oral approval of June 27 for you to secure a third appraisal of this property.

orig to Moehring
7-3-67
copy to Young
7-6-67

RECEIVED
JUL 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 3 - 1967
FOR FILING

COMMISSIONERS
GLEN[illegible]
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

T-105-4(115)196
7637

June 29, 1967

Spokane, Portland & Seattle Railway Co.
1101 N.W. Hoyt
Portland, Oregon

Attention: Mr. H. F. Moy
Chief Engineer

Subject: Jefferson Street and 6th Avenue
Offramp
Washington Street and 6th Avenue
Onramp
7th Avenue-Willamette R.-Eugene
Section
Eugene-Springfield Highway
Lane County
Brs. Nos. 9600, 9600A

Gentlemen:

It is planned to call for bids to construct the subject section of highway in January, 1968. To construct this section of highway, it will be necessary to cross over the Oregon Electric Railroad tracks located along the center line of 5th Avenue. We plan to cross the tracks with two structures - one, the Jefferson Street-6th Avenue Offramp carrying the southbound traffic to Sixth Avenue and on Jefferson Street; the other, the Washington Street and 6th Avenue Onramp carrying the northbound traffic from 6th Avenue and Washington Street.

We are attaching four prints each of Dwgs. Nos. 23149, 23150, 22784 and 22786 which are the vicinity maps and plan and elevation drawings for the two structures. These prints will be used as exhibits in our application for a PUC order.

These structures are multi-span. The spans overcrossing the railroad are 100' long reinforced box girder type with bents at each end parallel to the center line of the railroad tracks and 5th Avenue. Upon completion of construction, the minimum clearance will exceed that required by the Public Utilities Commission as shown on the attached drawings. During construction, it will be necessary to have a vertical impaired clearance of 21' and a horizontal clearance of 19' each side of the center line of track to provide for rail and vehicular traffic.

NOTED
TOM EDWARDS

This project will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 with amendments and additions thereto.

Negotiations for the necessary Railroad-Highway agreement will be handled through our Utilities Liaison Engineer.

In this construction project, the State will prepare plans, specifications, award the contract and supervise construction and upon completion of construction, will maintain the overcrossing structures and other highway appurtenances. Your company, subject to the limitations of PPM 30-3, will furnish preliminary engineering, watchman and flagman services to protect your operations during the construction period, remove and protect your signal and communication lines during the same period and replace in final location upon completion of construction and maintain the roadbed and trackage at your own cost and expense.

Will you please return one print each of these drawings with your approval and/or comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

TCR:mb
Encls.
cc: Tom Edwards
T. W. Litchfield
Jack Sollis

p

SP*23687-734

CEIVED
JUN 30 1967
FOR FILING
105-4(115)176
7637

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

June 29, 1967
Salem, Oregon

SUBJECT: Eugene-Springfield Highway O'Xing of SPRR
7th Ave.-Willamette R.(Eugene) Sec.
Eugene-Springfield Hwy. I-105
Lane County
Bridge No. 9601

To: G. E. Rohde
Chief Counsel

BUILDING

Attention: Jack Sollis

In the process of completing the I-105 spur (Eugene-Springfield Highway) it is necessary to overcross the Southern Pacific Company tracks located near Third Street in Eugene. In order to do this it will be necessary to make an application for a PUC order.

Attached are 12 prints of Drawings No. 23056 and 22969 which are the vicinity map and plan and elevation drawing and are to be used as exhibits in our application for the PUC order.

The proposed structure is located in the SE¼, SW¼, Section 30, T. 17 S., R. 3 W., W.M., Lane County, Oregon. The proposed structure will be 190' long measured from the center line of Bent No. 1 to the center line of Bent No. 4 along the "L" line and will consist of 54', 82' and 54' reinforced concrete box girder spans. The roadway width between curbs will vary from 145'+ at Bent No. 1 to 117' at Bent No. 4. There will be no provision for foot traffic on this structure.

The structure is located on a 800' vertical curve with an ascending grade to the north of 0.971% along the "JF" line and 0.679% along the "WM" line and an ascending grade to the south of 1.00% on both lines. The point of intersection of the grades is located at Station 74+10 and is at elevation 453.21.

The highway intersects the railroad main line track at Highway Station "L" 77+56.76 POT equals Railroad Station 944+06.2 POT and the passing track at Highway Station "L" 77+43.49 POT equals Railroad Station 941+38.65 POT. The angle of intersection is 80° 10' for both tracks and is located in the NW quadrant.

The vertical and horizontal clearances are as indicated on Drawing No. 22969 and will be greater than the minimum PUC requirements after the completion of the structure. However, during the construction it will be necessary to have an impaired clearance as shown on Drawing No. 22969 consisting of 21' minimum vertical clearances and 8'6" minimum horizontal clearances on both sides of the tracks.

This overcrossing is to be constructed with federal and state funds. Since the railroad will not benefit from the construction of this structure, no participation in the cost is requested from the railroad. Any necessary expenses incurred by the railroad in connection with the construction of the project will be reimbursed to the railroad as permitted by PPM 30-3 with amendments and additions thereto.

The average daily traffic will be approximately 23,600 with an anticipated increase to 42,000 vehicles per day in 20 years. The railroad movements are 46 freight, two passenger and 35 switching movements making a total of 83 movements per day.

In this construction project the State should do the following things: Prepare plans, estimates, award contract and supervise construction. Upon completion of the project the State will maintain the structure and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, switchman and flagman services to protect its operations during construction and, if necessary, remove and protect its signal and communication lines during this same period and replace them in final location upon completion of construction and maintain the trackage at its own cost and expense.

Will you please prepare an application to the Public Utility Commission for an order permitting the above construction.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards ✓
T. W. Litchfield

FORM B-123X 50M 7-66

RECEIVED
JUN 30 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-105-4(115)196
7637

June 28, 1967

Southern Pacific Company
Union Station
Portland, Oregon 97209

Attention: A. W. Kilborn

Gentlemen:

Re: Eugene-Springfield Hwy. U'Xing
of SPRR
7th Ave.-Willamette R.(Eugene) Sec.
Eugene-Springfield Hwy. I-105
Lane County
Bridge No. 9601
Your File 322 0-0-65-15

Please refer to our letter of June 23, 1967, regarding the subject.

Since sending you prints of Drawings No. 23056 and 22969, we have received the vicinity map and plan and elevation drawing, from you the location of the intersection of the main line track with our "L" line and have noted an error in our stationing of the intersection of the passing track. We have added this information to the above mentioned drawings and are attaching four copies of these drawings.

Will you please discard those sent to you previously and substitute those attached in their place.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

Approved
Asst. State Hwy. Engr.

TCR:jf
cc: Tom Edwards
T. W. Litchfield
Jack Sollis

RECEIVED
[illegible] 2 [illegible] 1967
OFFICE OF
STATE [illegible]

NOTED
TOM EDWARDS

P

FORM 4 23X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUN 27 1967

FOR FILING

I-105-4(115)196
7637

June 23, 1967

Southern Pacific Company
Union Station
Portland, Oregon 97209

Att: Mr. A. W. Kilborn
Superintendent

Subject: Eugene-Springfield Highway
O'xing SPRR
Eugene-Springfield Highway
7th Ave.-Willamette River
(Eugene) I-105
Lane County
Br. No. 9601

Your File: 322 0-0-65-15

Gentlemen:

As you have been informed at a previous date, we intend to construct a continuation of the Eugene-Springfield Highway from the Willamette River Bridge (now under construction) to 7th Street (Eugene) which will be a four-lane spur from the Interstate Highway.

In order to complete this project, it will be necessary to cross over the Southern Pacific tracks which are located near Third Avenue. We plan to cross the tracks with a three-span box girder structure 190' long measured along the center line of the "L" line and will consist of 54', 82' and 54' spans with the supporting bents parallel with the main tracks.

We have planned the structure so that all footings and toe of slopes will be outside the railroad right of way and have provided clearances after completion to meet or be greater than the minimum vertical clearance of 23'0" between top of track and bottom of girders and horizontal clearances of 15' each side of the center line of the main and passing tracks. During construction, we will require an impaired clearance of 21' vertically and 8'6" horizontally from the centerline of the outside tracks.

We are attaching four prints of our Dwgs. Nos. 23056 and 22969 which are the vicinity map and plan and elevation drawing which show these conditions. These drawings will be used as exhibits and be part of our application for the PUC order.

NOTED
TOM EDWARDS

The project will be financed entirely with federal and state funds and your company will be reimbursed for its necessary expenses incurred in the work as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project, the State will prepare plans, specifications, award the contract and supervise construction. Upon completion of construction, the State will maintain the overcrossing structure and other highway appurtenances. Your company, subject to the limitations of PPM 30-3, will furnish preliminary engineering, watchman and flagman services to protect the operations during the construction period and if necessary, remove and protect your signal and communication lines during the same period and replace in final location upon completion of construction and maintain the roadbed and trackage at your own cost and expense.

Negotiations for the necessary easement and the railroad agreement have been started through our Utilities Liaison Engineer.

As to your question regarding the estimated time the State will allow the contractor to construct this overcrossing, we must point out that as this structure is a unit of a project, the construction of the overcrossing could be done any time during the life of the contract; however, we would assume that when the structure was started, it would be continued to its completion, which we would estimate would take about nine months.

You will note that the intersection of the centerline of the railroad tracks and the "L" line is shown only on the passing track rather than that of both it and the main line. We would appreciate your sending us the Railroad Engineer's station for the intersection of the centerline of the main line track with the "L" line so we may add this to our two exhibit drawings.

Will you please return one print each of these drawings with your approval and/or comments noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TCR:mb
Enc.
cc: Tom Edwards
F. W. Litchfield
Jack Sollis

ECEIVED
DEC 6 - 1967

HI05-4(115)196
7637

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 19, 1967

SUBJECT: Programing Authorization
Project I-105-4[111]
7th Avenue - Willamette
River Section
Eugene - Springfield Hwy.
Lane County

To: Mr. R. L. Porter
Deputy State Highway Engineer

BUILDING

The programing of right of way on the subject section was accomplished by file number rather than by station limits. All descriptions presently in our possession are programed for Federal participation.

We have experienced no difficulty in securing Federal participation on previously authorized right of way on this project.

G. E. ROHDE
Chief Counsel

D H Moehring
D. H. Moehring
Right of Way Engineer

NOTED
R. L PORTER

DHM:JP
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
L. H. Young
G. E. Rohde
M. R. Mitchell

RECEIVED
JUN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1967
FOR FILING

-105-4(115)196
7637

Salem, Oregon
June 15, 1967

H. E. Moehring
Right of Way Engineer

BUILDING

On January 18, 1967, we received a PR-9 Form from the Bureau of Public Roads to which was attached the following statement:

"You are authorized to proceed with actual acquisition of parcels 40468 thru 40477 and 40668. Our participation is based upon the parcels as shown on R/W map 8B-34-14 which shows only portions of the blocks between 5th and 7th Avenues needed for highway purposes."

This has to do with Federal-aid Project I-105-4(111), which is right-of-way between 7th Avenue in Eugene and the Willamette River. It appears that this statement contradicts and attempts to cancel previously authorized right-of-way acquisitions.

Will you please review the matter and advise me as to whether or not we have had difficulty in securing Federal participation on right-of-way authorized prior to the receipt of PR-9 Form on January 18.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
L. H. Young

Form E-147—10M

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

State Printing

Willamette River - 7th St. (Eugene)

Listing of Program Actions and

Program Actions		Date submitted	Termini	Action requested
PR-1	stage 1	11-16-65	Willamette Riv. - 5th Ave.	Program approval & authorization for inci
Rev. PR-1	stage 1	11-30-65	Willamette Riv. - 7th Ave.	Program approval, authorization for incid. & A
Rev. PR-1	stage 2	1-28-66	" " " "	Program approval, auth for incid. & acqu
Rev. PR-1	stage 2	2-23-66	" " " "	Program approval, auth for incid. & relocat
	letter	6-10-66	" " " "	acquisition requested from Will. Riv. -
PR-9	- stage - 1	7-11-66	" " " "	Return to stage 1 to release funds, au remain in effect.
	letter	9-6-66	" " " "	acquisition requested for complete (Files
	letter	9-22-66	" " " "	Requested addition of Bldg demolit
	letter	9-28-66	" " " "	acquisition of R/W files 40245 thru
PR-9	stage 2	10-10-66	" " " "	advance project to stage 2
PR-9	stage 2	1-3-67	" " " "	Increase project cost and acquisition and 40668

SHEET .... OF .... SHEETS

ions and B.P.R. Authorizations

	BPR action
ntion for incidental & relocation assist.	Approval withheld no action taken per letter of 11-18-65
for incid. & Acquisition from Will Riv. - 5th Ave.	Approval withheld no action taken per letter of 12-16-65
ncid. & Acquisition from Will Riv. - 5th Ave.	Approval withheld documents returned per letter of 2-16-66
ncid. & relocation assistance.	Approved 4-11-66 authorized incid & Relocation assist.
m Will Riv. - 5th Ave (Files 38783 thru 38823 and 38825 thru 38845)	Authorized 6-14-66
ses funds, authorization dates to	Approved 7-12-66 with previous authorization dates in effect.
for complete takings from 5th - 7th Ave. (Files 40161 thru 40191 & 40211)	Authorized 9-8-66
Bldg demolition to programed work.	Approved effective 9-30-66
40245 thru 40253	Authorized 9-30-66
stage 2.	Approved 10-19-66
and acquisition of files 40468 thru 40477	Approved 1-18-67 authorized acquisition of additional files and limited participation to portions of R/W takings between 5th & 7th Ave.

INFORMAT

MONTHLY TRANSACTION NO. 1-81

DATE SUBMITTED TO W.O. JAN 1 8 1967

FORM PR-9
(REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

CARD 2	REPORT NUMBER (19) (20): 11	PROJECT LOCATION (45 typewriter spaces) 21 65: I-105 Willamette R. to 7th Ave. (Eugene)	ADT	23,000	FUTURE (66) (70): 35,000 | YEA (71): 8

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62: Right-of-Way Purchase	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY — FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73: A-2	PL AUTH 74	

CARD 4	CLASS OF FEDERAL FUNDS [1]: Interstate	COUNTY NAME
	NAME OF URBAN AREA 17-31: Eugene 161	F.A. SYSTEM: Interstate

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	429	I-105-4 (111)197	I-105 Willamette River to 7th Ave. (Eugene)		2,370,000
										PROJECT TOTAL	0.78	2,370,000
5	20			4	PE ROW CONST	6	RE-QUESTED REVISION	429	I-105-4 (111)197	I-105 Willamette River to 7th Ave. (Eugene)		2,659,000
										PROJECT TOTAL	0.78	(16) (23) 2,659,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ———→ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:

To increase project cost to conform with lates

DATE OF INITIAL APPROVAL:

4-11-66

OTHER:

6-14-66 11-1-66
7-12-66
9-8-66
9-30-66

PROGRAM REVISION REQUESTED	RECOMMENDED
DATE: January 3, 1967	DATE
SIGNATURE	SIGNATURE
~~STATE HIGHWAY~~ ENGINEER Office	TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

INFORMATIONAL COPY

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ADT	23,000	FUTURE 35,000 (66) (70)	YEAR 86 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 042 4 6	ITEM NO. 429 (14) (16)

ON MISCELLANEOUS FUNDS ONLY

69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 A-2 73	PL AUTH YR. 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 I- 23	NUMBER-AGR. NO. 7 105-4(111) 13	I PROJECTS ONLY POST MI. MI 197 (24) (26) DESIG. 27 CODE 14 039 16

COUNTY NAME: Lane

Interstate	RTE NO. I	FEDERAL AID I-105	STATE (32) (36)	U.S. (37) I-105 (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS (67) (76)	 STATE FUNDS	CHARACTER OF PROPOSED WORK
illamette River h Ave. (Eugene)		2,370,000	2,180,000	190,000	ROW incl. incidental work and assist. to displ. persons. (Future 4-12' lanes H.T. pave., 10' shldrs., 10' med., 2 gr. sep. and 2 RR strs.)
PROJECT TOTAL	0.78	2,370,000	2,180,000	190,000	
illamette River th Ave. (Eugene)		2,659,000	2,446,000	213,000	ROW incl. incidental work and assist. to displ. persons. (Future 4-12' lanes H.T. pave., 10' shldrs., 10' med., 2 gr. sep. and 2 RR Strs.)
PROJECT TOTAL	0.78	(16) 2,659,000 (23)	(24) 2,446,000 (33)	213,000	

FOR CHANGE:
crease project cost to conform with latest cost estimate data.

	RECOMMENDED	APPROVED * (over)
QUESTED	DATE	DATE JAN 1 8 1967
67	SIGNATURE	SIGNATURE Original signed by T. Dec Eng. Coordinator
	TITLE	TITLE T. Dec Eng. Coordinator

USCOMM-DC 46903-P61

classes of funds involved.

* You are authorized to proceed with actual acquisition of parcels 40468 thru 40477 and 40668. Our participation is based upon hte parcels as shown on R/W map 8B-34-14 which shows only portions of the blocks between 5th and 7th avenues needed for highway purposes.

Quote

FORM 2-30 50M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1966

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

SUBJECT: PROGRAMING
7th Avenue-Willamette River Section
Eugene-Springfield Highway
Lane County

Please program with the Bureau the necessary funds for demolition contracts on the above section.

I am attaching a copy of a letter and list from W. H. Haskin indicating the total of the proposed demolition contracts at $36,300.

As we would like to let our first contract later this month, we would appreciate it if this request were expedited.

G. E. ROHDE
Chief Counsel

John R. Oakes
John R. Oakes
Assistant Right of Way Engineer

JRO/ce
Attachments
cc G. E. Rohde
M. R. Mitchell

RECEIVED
SEP 21 1966
OFFICE ENGINEERING
DIVISION

Chas

20-1150 Ivy St. at 6th Ave. (Junction 1971
City) Sec., Pacific Hwy. West
#7638 (Traffic signals)

C & A 4275 - 7/28/71

RECEIVED
APR 1[illegible] 72
[illegible] FILING

7638

April 19, 1972

Great American Insurance Co.
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Gentlemen:

On April 14, 1972, we wrote to you concerning release of final payment on Contract No. 7638 awarded to Hamilton Electric, Inc., for traffic signal installation on Ivy Street at 6th Avenue in Junction City.

Final payment on this contract is $805.10 and the total contract amount is $15,731.55 including $42.55 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

C. T. Kessey
Walt Hart
V. L. Skoog
Attn: John Kerr
James Versteeg

RECEIVED
APR 14 1972
FOR FILING

7638

DATE April 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7638, Work Completed February 9, 1972

Project Ivy St. at 6th Ave. (Junction City)

Highway Pacific West County Lane

Type of Work Traffic Signal Installation

Contractor Hamilton Electric, Inc.

Recommended acceptance date April 11, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:bb

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Kessey
W. J. Hart

7638

Report No. 27

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ivy St. at 6th Ave. (Junction City)

WEEK ENDING: 3-24-72

SECTION PREFIX: 20-1150

HIGHWAY: Pacific West

COUNTY: Lane

NAME OF JOB: Ivy St. at 6th Ave. (Junction City)

KIND OF WORK: Traffic Signal Installation

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Hamilton Electric, Inc.

CONTRACT NUMBER: 7638

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: 9-22-71

DATE WORK STARTED: 9-24-71

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 250

SPECIFIED COMPLETION DATE:

CALENDAR DAYS USED: 129

PERCENT OF TIME ELAPSED: 52%

PROJECT AUTHORIZATION: $18,034.90

EXCLUSIVE OF ENGINEERING: $16,459.80

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $15,731.55

ESTIMATED PERCENT: XXXXXX UNDERRUN 4.42%

ENGINEERING AUTHORIZATION: $1,575.10

This week 24.00

ENGINEERING COST TO DATE: $1,560.00

PERCENT OF AUTHORIZATION: 99%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:

DATE PROJECT WAS COMPLETED: 2-9-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly cloudy w/occ. showers			
MONDAY	Partly cloudy			
TUESDAY	Cloudy w/showers			
WEDNESDAY	Cloudy w/showers			
THURSDAY	Partly cloudy			
FRIDAY	Cloudy w/showers			
SATURDAY				

Routing
Keasey K
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Borg

RECEIVED
MAR 27 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 3-20	
TUESDAY 3-21	One man working on semi-final.
WEDNESDAY 3-22	
THURSDAY 3-23	
FRIDAY 3-24	
SATURDAY	

REMARKS

Status: Job completed 2-9-72.
Semi-final records submitted 3-23-72.

Final Report

SIGNED Ellis H Jones LOCATION Eugene, Ore

Ellis H. Jones, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 30 1971

FOR FILING

20-115-0
7638

December 29, 1971

Mr. Robert Kennow
Chief of Police
City Hall
Junction City, Oregon 97448

Dear Mr. Kennow:

On December 22, you called the Traffic Engineering Section concerning the need for inclusion of manual control in the traffic signals which are being installed at the intersection of Sixth and Ivy Streets in Junction City. It is understood that it is the feeling of the City that master control is needed for such things as football traffic.

We would hesitate to make any changes in the contract at this time. Such changes would delay the completion of the work. However, after the contract is completed and the project accepted, we would be willing to include a master control with the installation being done by State forces. The cost would be approximately $200. If the City wishes to proceed on this basis and will submit its check for $100, we will arrange for the work to be done at the proper time.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. B. Klaboe
E. S. Hunter
L. E. George
C. T. Kenney

VPJ:pb fa

RECEIVED
SEP 30 1971

20-1150
7638

September 29, 1971

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7638 for a traffic signal installation on Ivy Street at 6th Avenue in the City of Junction City on the Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc F. D. Morgan
I. D. Merchant
Ellis Jones
Carroll Keesey

RECEIVED
SEP 22 1971
[illegible]

20-1150
7638

September 22, 1971

Hamilton Electric, Inc.
P. O. Box 708
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on August 30, 1971, accepted your proposal for a traffic signal installation on Ivy Street at 6th Avenue in the City of Junction City on the Pacific Highway West in Lane County and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Junction City approves the project and deposits $9,000.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7638.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 4, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
Ellis Jones
Carroll Keasey
William Geibel (SAIF)

RECEIVED
OFFICE OF CITY RECORDER
SEP 28 1971
FOR FILING

20-1150
7638

PHONE 998-2153

CITY OF JUNCTION CITY
672 GREENWOOD
JUNCTION CITY, OREGON 97448

September 21, 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. F. B. Klaboe

Dear Sirs:

We mailed to you yesterday a check in the amount of $9,000, as the Cities one-half share of the cost of the proposed traffic light at 6th and Ivy Street in Junction City, which is in accordance with the letter we received on August 31, 1971. Due to an oversight, this letter was not included with the check.

Naturally we hope work can began on this light soon, to ease the traffic problem on Ivy Street.

Very truly yours,

Holger A. Jensen

Holger A. Jensen
City Recorder

HAJ:mg

orig to
George
9-23-71

Mr. Klaboe:

Cec Head received the check yesterday; notified Traffic and sent check to Accounting.

NOTED
F. B. KLABOE

S

RECEIVED
SEP 1 1971

FOR FILING

2041150
7638

August 31, 1971

Mr. Holger A. Jensen
City Recorder
City Hall
Junction City, Oregon 97448

Dear Mr. Jensen:

On August 26, bids were opened for the proposed revision of the traffic signals at the intersection of Ivy Street and Sixth Avenue in Junction City. Tabulated below are the data concerning the bid.

Low Bid	$15,251.00
Flagging	500.00
Subtotal	$15,751.00
Engineering & Contingencies (14 1/2%)	$ 2,284.00
Total Estimated Cost	$18,035.00
City Share (50%)	$ 9,017.50
City Deposit	$ 9,000.00

If you will submit the City's check for $9,000, we will proceed to award the contract. It is necessary that such an award be made within 30 days from the time of the opening of the bids. Your cooperation in this matter is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb kw

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
C. T. Keasey

5 h

RECEIVED
SEP 22 1971

~~FOR FILING~~

20-1150
7638

7-27-71

July 28, 1971

MISC. CONTRACTS and AGREEMENTS No. 4275

Mr. Richard E. Miller
City Attorney
City of Junction City
777 High Street
Eugene, Oregon 97401

Dear Mr. Miller:

Attached for your records is a fully executed copy of an agreement with the City of Junction City for conversion of the existing traffic signals at the intersection of Ivy Street (Pacific Highway West) and 6th Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc F. B. Crandall
(conf. agree. att.)

RECEIVED
JUN 24 1971
FOR FILING

20-1150
763.8

June 23, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Junction City for conversion of the existing traffic signals at the intersection of Ivy Street (Pacific Highway West) and Sixth Avenue.

By the terms of the agreement, the State and City shall share equally in the total project cost. The City shall care for future maintenance and power consumption. The total estimated cost of the project is $15,000. At the March 30 Commission meeting, approval was granted for including the State's share of the cost of this project in the current State Construction Program.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf. This matter will be on the agenda for the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
R. N. Bothman
H. S. Cox
C. T. Keasey
VPJ:pb sr

20-1150
7638

March 22, 1971

Oregon State Highway Commission

Gentlemen:

Approximately twenty years ago semiactuated traffic signals were installed at the intersection of the Pacific Highway West and the Junction City-Eugene Highway in Junction City. The equipment has become worn out and with current traffic volumes more sophisticated control equipment is necessary.

Replacement of this installation is estimated to cost $13,000. The City of Junction City has indicated its willingness to pay one-half of this cost and care for future maintenance and power consumption. It is recommended that this project be approved and added to the current State Construction Program.

This matter will be on the agenda for the March 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Quary
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
V. E. Skoog
R. N. Bothman
H. S. Cox
C. T. Keasey

VPJ:pb fn

RECEIVED
FEB 26 1971
FOR FILING
20-1150
7638

February 25, 1971

Mr. Holger A. Jensen
City Recorder
City of Junction City
672 Greenwood
Junction City, Oregon 97448

Dear Mr. Jensen:

In response to your letter of November 3 and a subsequent meeting with the City Council, our Region Office has conducted an investigation of traffic conditions on Ivy Street (US99) in Junction City.

At the Council meeting, a question was raised concerning the possibility of moving the Junction City-Eugene Highway from the existing Sixth Avenue-Birch Street route to First Avenue. Considerable improvement, including major channelization at the intersection of US99 and First Avenue would be necessary. In view of this, it is believed that the present highway routing should be retained.

We believe that the greatest improvement of traffic conditions on US99 and the intersection of Sixth and Ivy can be effected through prohibition of parking on that section of Sixth Avenue between 12th Avenue and Third Avenue and striping for four lanes. In addition, it is recommended that the traffic signals be replaced with a modern two-phase, fully actuated, mast-arm installation at an estimated cost of $15,000.

If the City would enact an ordinance prohibiting parking, the State Highway Division would care for the necessary signing and striping. We would ask that the City pay one-half the cost of the signal changes and care for future maintenance and power consumption. It would not be possible for the State Highway Division to finance this installation until approximately one year from the present time.

If the above proposals meet with the approval of the City officials, we will prepare the necessary agreements.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. B. Crandall
C. T. Keasey

VPJ:pb srb

~~E. B. Crandall~~
Val

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

JAN 21 1971

Roseburg, Oregon
January 20, 1971

To: Mr. C. T. Keasey
Regional Engineer
Roseburg

SUBJECT: Traffic Conditions
Pacific Highway West
1st to 12th Avenue Section
Junction City
US99-Hwy. No. 1W-M.P. 109.12
to M.P. 109.76

Attached is a letter dated November 3, 1970, from Mr. Holger A. Jensen, City Recorder, indicating a verbal contact with Mr. Thornton of our Eugene Office requesting preliminary plans and cost estimates to improve traffic flow on Ivy Street (US99) over the subject section.

Mr. Thornton attended a City Council meeting November 12, 1970, to answer specific questions as explained in the attached Memo dated November 16, 1970.

The current configuration of US99 in Junction City consists of a four lane section without curbs from the junction with US99E and US99W at the north end of town extending south to 12th Avenue. A 47 ft. wide curbed section begins at 12th Avenue and extends to 3rd Avenue. US99 becomes a two-lane two-way facility and continues nearly to the north city limits of Eugene before becoming four lanes for the balance of the highway.

The Junction City-Eugene Highway joins US99 at 6th Avenue forming a standard 90° cross type intersection which has been signalized. This signal is being operated by an eagle two-phase fully actuated electro-mechanical controller operating as a semi-actuated two-phase unit. The side street detection is accomplished with a magnetic type detector. The span wires support single 8" three section heads facing each approach. The pole in the southeast quadrant is a wood pole. The others probably cannot support additional loading.

Parallel parking is allowed in the two lane curbed section except in the area of transition from two to four lanes in the vicinity of 12th Avenue. Parking has been prohibited adjacent to the signalized 6th Avenue intersection and a mandatory right turn from US99 is signed by lane control signs located on the span wire.

NOTED
L.E. GEORGE

SP*52475-734

A 16 hour manual turning movement count factored to 24 hours taken November 23-24, 1970, revealed that 11,477 vehicles entered the 6th Avenue and Ivy Street signalized intersection. 3,030 or 26% entered from the side street. The left turn movement from north to east was 664 vehicles. This is the largest turning movement found and it does not warrant a separate signal phase.

The best use of the present street width would be to stripe for four lanes with 12 ft. curb lanes and 11+ ft. median lanes. This would continue the present four lane section south to 3rd Avenue and would encompass the 6th Street signal. The striping at the signal would be for a through and left turn and a through and right turn lane at each approach. This would require parking prohibition but little demand exists for curb parking.

It is recommended that the existing signal be upgraded to solid state two-phase fully actuated control equipment, the detection to loops and the support to mast arms. This is estimated to cost $15,000.

It is further recommended that the striping revision and parking prohibition be suggested to the City as part of the signal project and not as a separate project.

At the November 12, 1970, Council Meeting the direct question was asked - would the State trade the 6th Avenue-Birch Street section of the present Junction City-Eugene Highway for a more direct connection via 1st Avenue east.

A field investigation of this possibility was made in the company of Mr. Schwartz. It was found that the present route of Highway 223 meets current standards. A drop arm type railroad signal exists and its junction with US99 is signalized. The proposed new route would require shoulder improvement, some reconstruction of the roadway at the approach to the main Southern Pacific grade crossing due to the abrupt rise, and channelization at the junction with US99. Bridges adjacent to 1st Avenue on US99 would make this a very costly project. US99 is relatively narrow at this point in comparison to the 6th Avenue intersection, making channelization necessary if this were to become the major intersection.

January 20, 1971

Mr. C. T. Keasey

Page 3 of 3 pages

It is therefore recommended that the present routing of Highway 223 in Junction City be retained.

It is further suggested that the Traffic Division review these recommendations and respond officially to their request.

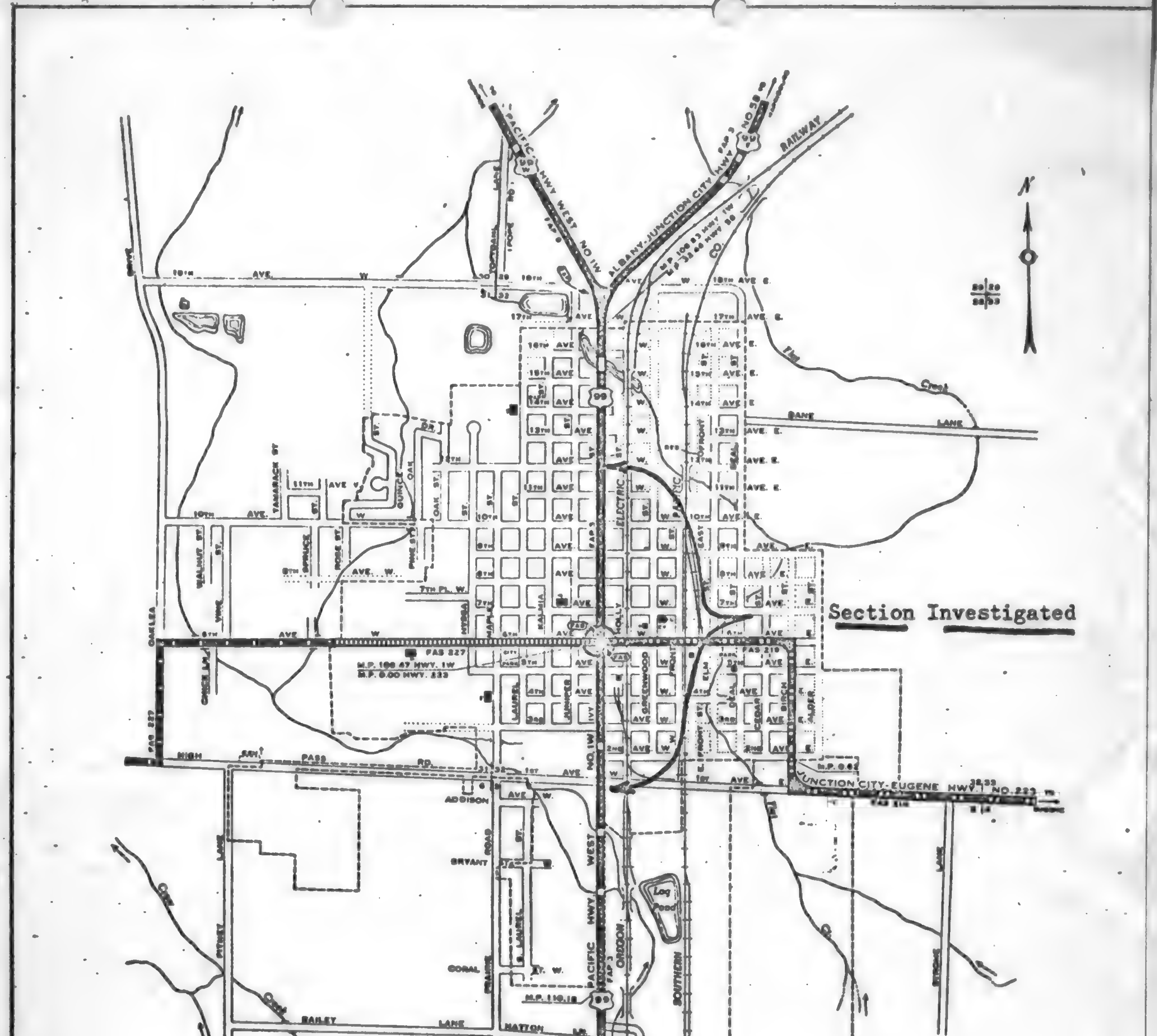
Glen L. Clark

GLEN L. CLARK
Regional Traffic Engineer

Approval Recommended
1-20-71
CT Keasey

GLC:ejb
Attach.
cc: F. B. Crandall
Dale Allen

935 1591


Section Investigated
N
PACIFIC HWY WEST NO. 1W
ALBANY-JUNCTION CITY HWY NO. 58
RAILWAY
18TH AVE. W
18TH AVE. E.
17TH AVE. E.
DANE LANE
Flat Creek
6TH AVE W
FAS 227
M.P. 106.47 HWY. 1W
M.P. 0.00 HWY. 223
HIGH PASS RD.
1ST AVE
JUNCTION CITY-EUGENE HWY. NO. 223
ADDISON
BRYANT
CORAL
BAILEY LANE
HATTON LN.
M.P. 110.18
Log Pond
PACIFIC HWY WEST NO. 1W
OREGON
SOUTHERN
T15S T16S R4W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
JUNCTION CITY
LANE COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 2,365
Scale in Feet
Revised June 1970

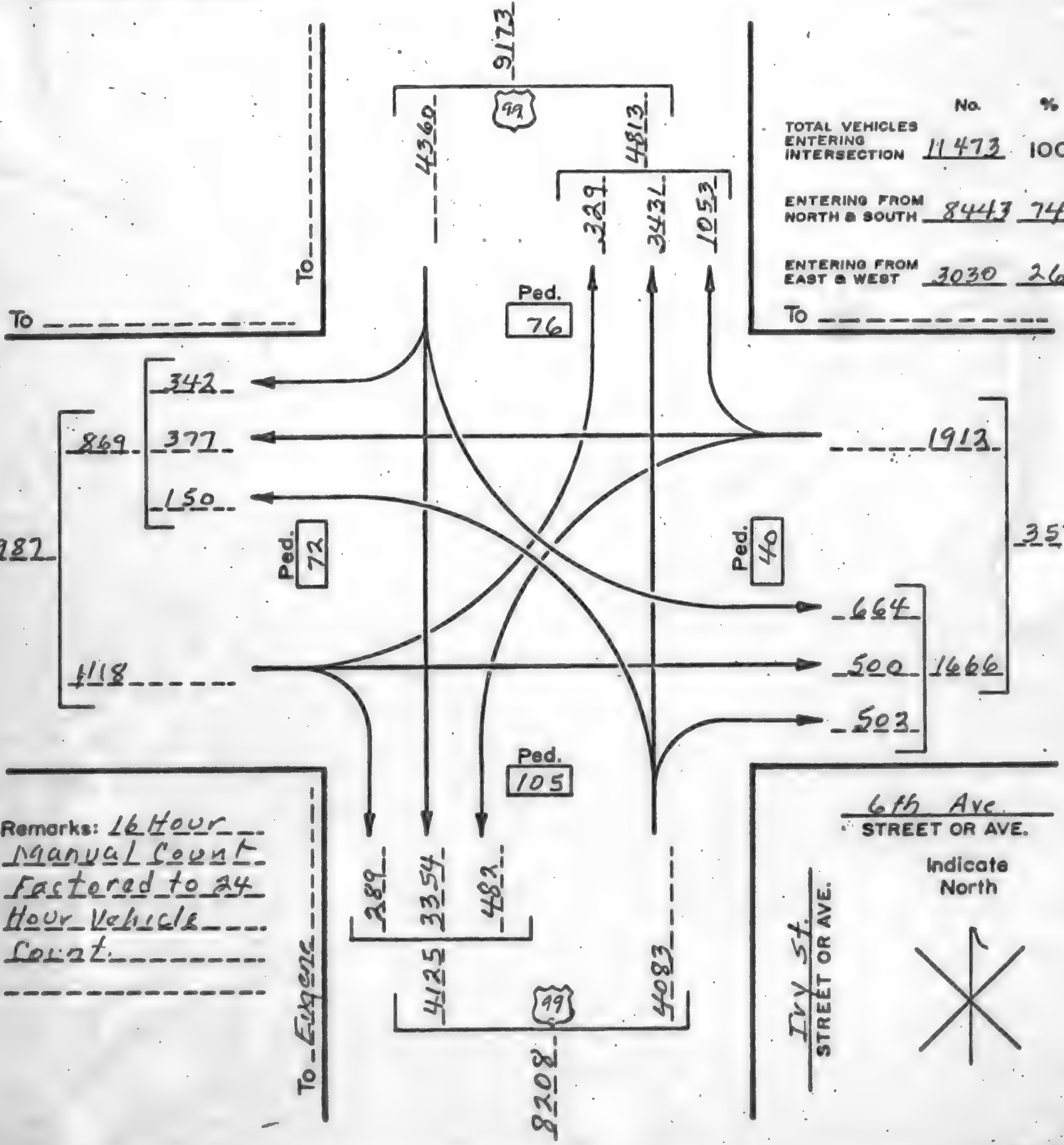
Ⓐ Intersection Investigated

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Nov. 23 & 24 - 1970
DAY OF WEEK Mon & Tues
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6:00 A - 10:00 P
WEATHER Cloudy

CITY OR COUNTY Junction City
INTERSECTION OF Pacific Hwy No. 1-W - Ivy St.
& FAS 227 - Jct. City - Eugene Hwy No. 223
MILE POST 109.47 (Hwy. No. 1-W & 0.00 Hwy #223
CLASSIFICATION All Vehicles


9173
99
4360
4813
229
3431
1053
Ped. 76
To
To
To
342
377
150
869
1987
Ped. 72
Ped. 40
1913
3578
664
500
503
1666
1118
Ped. 105
289
3354
482
4125
4083
99
8208
To Eugene

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11473	100
ENTERING FROM NORTH & SOUTH	8443	74
ENTERING FROM EAST & WEST	3030	26

Remarks: 16 Hour Manual Count Factored to 24 Hour Vehicle Count

6th Ave
STREET OR AVE.

Ivy St.
STREET OR AVE.

Indicate North

Rev. 3-70

70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City o
Interse
Mile P
Classi

Date Nov 23 & 24-1970
Day of week Mon. & Tues.
Hours counted 6:00 A-10:00 P
Weather Cloudy

Classification All Vehicles

SUMMARY BY MOVEMENTS

TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
6:00- 7:00	7	22	1	8	63	103	4	3	9	4	2	2	228	180	79	48	21
7:00- 8:00	14	48	6	13	196	195	24	16	13	17	8	3	553	431	78	122	22
8:00- 9:00	33	56	32	26	189	206	36	32	14	29	18	10	681	499	73	182	27
9:00-	26	60	16	15	185	211	14	41	23	27	16	5	639	470	74	169	26
10:00-11:00	33	59	14	14	194	170	23	37	31	29	20	5	629	445	71	184	29
11:00-12:00	53	58	19	13	284	209	31	34	28	43	18	15	805	623	77	182	23
12:00- 1:00	50	65	41	39	199	231	39	43	36	43	19	12	817	576	71	241	29
1:00- 2:00	49	65	20	21	226	230	15	27	35	40	22	13	762	577	76	185	24
2:00- 3:00	62	84	22	20	266	276	35	39	62	41	24	12	943	679	72	264	28
3:00- 4:00	56	105	27	27	279	287	31	55	55	54	31	13	1023	716	70	307	30
4:00- 5:00	66	97	36	28	293	278	33	57	38	42	21	12	991	727	73	264	27
5:00- 6:00	55	82	25	18	257	248	32	15	37	31	14	13	827	629	76	198	24
6:00- 7:00	34	39	14	23	130	172	13	15	18	17	22	10	507	377	74	130	26
7:00- 8:00	32	49	16	18	141	122	6	18	18	15	13	4	452	330	73	122	27
8:00- 9:00	17	40	18	9	80	95	6	15	10	10	10	3	313	223	71	90	29
9:00-10:00	18	38	4	7	67	86	1	8	8	14	5	4	260	193	74	67	26
10:00-11:00																	
11:00-12:00																	
12:00- 1:00																	
1:00-																	
2:00- 3:00																	
3:00- 4:00																	
4:00- 5:00																	
5:00- 6:00																	
our total	664	1053	342	329	3354	3431	377	500	482	502	289	150	11473	8443	74	3030	26
our total	604	957	311	299	3049	3119	343	455	438	456	263	136	10430	7675	74	2755	26
our total																	
trol																	
tor																	

Tabulated

Checked b

1-W - Ivy St. is North and South

FAS 227- Hwy. No 223 St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County Junction City
Intersection Pacific Hwy 1-W: Ivy St
& FAS 227 (6th St) - Jct City - Eugene Hwy No
Mile Post 109.47 (Hwy 1-W) 0.00 (Hwy No 223

Classification All Vehicles

Classification

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	ENTERING VOLUMES - SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWA North	East	West
4	2	2	228	180	79	48	21	71	35	13	109			
17	8	3	553	431	78	122	22	216	85	37	215	2		
29	18	10	681	499	73	182	27	254	106	76	245	2 10	7	8
27	16	5	639	470	74	169	26	227	97	72	243	1 5	5	5
29	20	5	629	445	71	184	29	241	113	71	204	5	1	1 5
43	18	15	805	623	77	182	23	356	117	65	267		2	2 5
43	19	12	817	576	71	241	29	290	140	101	286	4 3	1 6	2 7
40	22	13	762	577	76	185	24	294	115	70	283	10	3	1 6
41	24	12	943	679	72	264	28	350	181	83	329	3 5	3	5
54	31	13	1023	716	70	307	30	362	194	113	354	1 10	1 7	2 8
42	21	12	991	727	73	264	27	395	158	106	332	4	4	2 3
31	14	13	827	629	76	198	24	337	151	47	292	3	1	2 1
17	22	10	507	377	74	130	26	178	70	60	199	2	2	2
15	13	4	452	330	73	122	27	189	73	49	141	3	1	2
10	10	3	313	223	71	90	29	115	56	34	108	2	1	2 1
14	5	4	260	193	74	67	26	89	47	20	104	1	1	
502	289	150	11473	8443	74	3030	26	4360	1912	1118	4083			
456	263	136	10430	7675	74	2755	26	3964	1738	1017	3711	3 63	4 36	16 56

Tabulated by WP

Checked by WP

outh

West

OREGON STATE
HIGHWAY DEPARTMENT
P. O. Box 1269
Eugene, Oregon 97401

November 18, 1970

NOTED [illegible]
11 19 70

Mr. Holger A. Jenson
City Recorder
672 Greenwood
Junction City, Oregon 97448

Subject: Traffic Flow
Improvements
Junction City

Dear Sir:

This will acknowledge your letter of November 17, 1970 requesting a traffic count be made at 6th and Ivy and that a preliminary plan to improve traffic flow on 99 be studied.

Your request has been forwarded to the Region Traffic Engineer, as have other questions brought up at the recent City Council meeting, for further action.

If you have any further questions concerning this matter please feel free to contact this office at anytime.

Very truly yours,

ROSEBURG DIVISION
RECEIVED
NOV 1 [illegible]
For
Reply Action

Dale D. Allen
District Engineer

by: George T. Thornton

George T. Thornton
Asst. Dist. Engr.

GTT/fg
cc: Glen Clark

FORM 2-302—30M—7-60 SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 16, 1970

SUBJECT: Traffic Flow Improvements
Junction City
Hwy. 99 & Hwy. 223

To:

Memo to the Files:

On November 12, the undersigned met with Junction City Council members to discuss traffic flow problems on Highway 99 through Junction City.

The highlights of this meeting are as follows:

1. Question: What would be the best method to improve traffic flow from 2nd street to the north City limits on Hwy. 99?

   Answer: Until a trafficcount can be taken and a preliminary plan studied it would be premature to make recommendations at this time.

2. Question: What would the cost be to improve the signal system at 6th street?

   Answer: Approximately $15,000 for a 2 phase system and $27,000 for a 5 phase fully activated system. Costs would be shared 50/50 and could be payed over a period of more than a year.

3. Question: When will the right turn ~~signals~~ signs be enlarged and moved at 6th street as previously requested?

   Answer: Not being aware of this request the matter will be investigated and if warranted changes can be made.

4. Question: Can the bridge near 2nd street be widened to improve the present restriction?

   Answer: There are tentative plans to replace this structure with a culvert in the near future.

5. Question: Would the State trade 1st street from River Road to 99 for that portion of River Road from 99 to 1st street?

Answer: Not being authorized to answer this question it will be forwarded through proper channels for a decision.

The City Council members were very receptive to participating in improvements on 99 if the costs could be spread over a period of more than one year.

Council members then discussed the possibility of placing curbs and gutters from 12th street to the north City limits making this project #2. Project #1 would be to make improvements from 2nd street to 12th street.

The discussion ended in a very cordial atmosphere and members expressed appreciation for a chance to discuss these traffic problems.

Members in attendance were, Mayor Robert B. Andrich; Street Commissioner Brown, & Graville, Lois Stroda, Andrews, Byers; Recorder Jensen; Attorney Miller; and Thayer Dickey, Superintendent.

Dale D. Allen
District Engineer

by: George T. Thornton

George T. Thornton
Asst. Dist. Engr.

GTT/fg
cc: W. E. Schwartz
Glen Clark

53φ full -$27,000
2φ full $15,000

193 - 6537

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
November 9, 1970

SUBJECT: Traffic Lane & Traffic Signal
Revision Cost Request
City of Junction City
3rd to 11th Sts. on 1W

To:

C. T. Keasey
Regional Engineer
ROSEBURG

Attention: Glen Clark

Attached is a letter from the Junction City Recorder, Holger Jensen, requesting a preliminary plan and cost estimate to improve the traffic flow and traffic signals on Ivy Street (Pacific Hwy. 1W) in Junction City.

The proposed changes the City would like to see are to eliminate parking from 3rd to 11th, stripe the area for a two lane roadway with a hashmarked island in the center, place left turn refuges at each intersection, and revise the signals at sixth street.

As the City will consider passing an Ordinance to ban parking in this area, and again shows interest in improving the signals at sixth street, it is requested the estimated costs be available for their next Council meeting on November 10th.

Dale D. Allen
District Engineer

by: George T. Thornton

George T. Thornton
Asst. Dist. Engr.

GTT/fg
cc: W. E. Schwartz

ROSEBURG DIVISION
RECEIVED
NOV

[illegible]	ADE	ADE	ADE	DCS

Assign .... For ....
Reply .... Action ....

OREGON STATE
HIGHWAY DEPARTMENT

P. O. Box 1269
Eugene, Oregon 97401

November 9, 1970

Mr. Holger A. Jensen
City Recorder
672 Greenwood
Junction City, Oregon 97448

Subject: Traffic Lane & Traffic
Signal Revision Cost
Request - City of
Junction City
3rd St. - 11th St. on Ivy

Dear Mr. Jensen:

This letter will acknowledge your request for a preliminary plan and cost estimate to improve traffic flow through Junction City on Ivy Street (Pacific Hwy. 1W)

The information you seek shall be available for you next Council meeting and the undersigned will also be present to clarify additional questions that may arise at that time.

If you have any further questions concerning this subject please feel free to contact this office at any time.

Very truly yours,

Dale D. Allen
District Engineer

by: George T. Thornton

George T. Thornton
Asst. Dist. Engr.

GTT/fg
cc: W. E. Schwartz
Glen Clark ✓

OFFICE OF CITY RECORDER

PHONE 998-2153

CITY OF JUNCTION CITY
672 GREENWOOD
JUNCTION CITY, OREGON 97448

November 3, 1970

George T. Thornton
Assistant District Engineer
Highway Division
Eugene, Oregon 97401

Dear Mr. Thornton:

Mr. Thayer Dickey, our City Superintendent, informs me that you and he had a general conference in regard to certain Streets in Junction City during the past week, especially traffic on Ivy Street.

Mr. Dickey states that you throughly discussed ways and means to alleviate the bottle neck at 6th and Ivy Street, which is presently controlled by a four-way light. I believe you stated that perhaps we should up-grade to a three-stage light with a center left turn lane, with the City to stand a portion of the costs.

Our next Council meeting will be on November 10th. Would it be possible for you to get a preliminary plan and estimated costs to us for consideration at that meeting?

It would be appreciated.

Yours truly,

Holger A. Jensen

Holger A. Jensen
City Recorder

HAJ:mg

Geo T.
Acknowledge letter - Tell them we will get costs

RECEIVED
NOV 5 1970
AT EUGENE
MAINTENANCE OFFICE

ERFO-223(2) Salt Creek Section, of 1971
Willamette Hwy., SE of Oakridge
(Slide correction)
#7639

#76639

STATE COPY

Coulter

8-2-74

U.S. ARTMENT OF TRANSPORTATION
FE L HIGHWAY ADMINISTRATION

WASH DC (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 8/2/74	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. ERFO 223(2)
COMPLETION DATE 7/5/72	ACCEPTANCE DATE BY CONTRACT AGENCY 7/3/73	TIME ELAPSED 90/82=108%	CONTRACT TIME 70 cal days
APPROVED EXTENSIONS 12 cal days	LOCATION Willamette Highway approximately 36 miles southeasterly of Oakridge, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

COPY

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

AUG 0 7 1974
Washington

SALT CREEK SECTION
WILLAMETTE HIGHWAY
Slide Correction

This project provided for the repair of the damage done to the highway by a large earth slide.

All contract work was completed on July 5, 1972. The time used to complete the work overran the contract time of 82 calendar days (70 calendar days plus 12 days extension) by 8 calendar days. The contractor was charged $800 (8 days @ $100) liquidated damages.

The final amount of the original contract items was $170,875.12, an overrun of 7.2 percent. The initial contract amount was $159,405.00. The final project amount including engineering was $194,772.17. The Resident Engineer's statement of overruns and underruns is attached to the Division office copy of this report.

The project has been signed and striped by State forces.

All participating work on this project has been completed.

Temporary repairs at this site were completed on March 10, 1971 at a cost of $183,977.10.

NOTED
H.S. COULTER

RECEIVED
AUG 8 1974

8-8-74
cy Const

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. D. B. Carter		SIGNATURE Office of Assistant State Highway Engineer Original Signed By VERNON V. CUSACK Engineering Coordinator G. K. Hossner	
TITLE Area Engineer	DATE 7/2/74	TITLE District Engineer	DATE AUG 0 7 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7639

July 18, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal Aid Project
No. ERFO-223(2)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance

Contract 7639, Work Completed July 5, 1972

Project Salt Creek

Highway Willamette

County Lane

Acceptance: State Highway Commission July 3, 1973

Federal Highway Administration July 10, 1972

All participating work on this project has been completed.
Temporary Repairs: Work Completed March 10, 1971

Attached are all necessary supporting documents required by your office.

Attach.
JK:dc

cc: L. W. Rulien

7639

5

July 9, 1973

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 7639 awarded to Wildish Construction Company for slide correction on the Salt Creek Section of the Willamette Highway in Lane County was completed on July 5, 1972 and accepted by the Highway Commission on July 3, 1973.

Final payment in the amount of $7,406.33 will be released to the contractor after July 14, 1973. The total contract amount is $173,857.17 including $5,782.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

G. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

td
cc Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hecok
A. Shirley

7639

5

July 6, 1973

TO Oregon State Highway Commission

FROM
F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7639 , Work Completed July 5, 1972

Project Salt Creek

Highway Willamette , County Lane

Type of Work Slide Correction

Contractor Wildish Construction Co.

Recommended Acceptance Date July 3, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on July 10, 1973 for your formal concurrence.

VG:bb
cc: C. W. Head L. N. Young
A. E. Johnson C. T. Keasey
H. S. Coulter W. J. Hart

#. 7639.

STATE COPY

S

MONTHLY TRANSACTION NUMBER
11-10-8

PROJECT REPORT NUMBER
6

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-31-72

Oregon

COUNTY
Lane

PROJECT NUMBER
ERFO-223(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 9, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 372,731	$ 387,271
Federal Funds	$ 372,731	$ 387,271
Other revisions		

This modification is made for the following reasons:

Change in final quantities and to include approved item previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31st day of October, 1972.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
~~Acting~~ for G. L. Green

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

GPO 915-869

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

Oregon State Highway Division

Federal-aid Project
No. ERFO-223(2)

SALT CREEK SLIDE SECTION OF THE WILLAMETTE HIGHWAY IN LANE COUNTY

Salem, Oregon, October 26, 1972

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 5,800.00

Type Code 0010
Roadway (Sta. 172+00 to Sta. 1760+00)
Temporary Repair

Labor	All Required		$ 55,650.00
Equipment	All Required		14,278.00
Outside Rental of Equipment	All Required		106,172.00
Material	All Required		6,956.00
Total			$ 183,056.00

Type Code 6201
Roadway (Sta. 1729+00 to Sta. 1760+00)
Permanent Restoration

Temporary Protection & Direction of Traffic	All	Required		$ 3,500.00
Clearing and Grubbing	All	Required		4,500.00
General Excavation	14,600	cu.yds.	2.20	32,120.00
*Granular Embankment	9,006	cu.yds.	2.50	22,515.00
Aggregate Shoulders	130	cu.yds.	8.00	1,040.00
*Class "B" Asphalt Concrete	3,055	ton	11.00	33,605.00
Asphalt in Tack Coat	3	ton	90.00	270.00
36-inch Culvert Pipe	105	lin.ft.	35.00	3,675.00
Guard Rail, Type 2A	440	lin.ft.	7.00	3.080.00
Guard Rail, Type 2	2,860	lin.ft.	5.00	14,300.00
Guard Rail Anchors	4	only	300.00	1,200.00
Loose Riprap, Class 700	3,030	cu.yds.	4.00	12,120.00
Loose Riprap, Class 2,000	9,000	cu.yds.	4.00	36,000.00
Guide Posts	30	only	10.00	300.00
				$ 168,225.00

*Flagging (60% of Contractor's cost)	All Required	$ 4,490.00
Permanent Pavement Striping	All Required	100.00
Temporary Erosion Control	All Required	1,000.00
*Seeding & Mulching	All Required	1,000.00
		$ 6,590.00
	Subtotal	$ 174,815.00
	Engr. & Cont.	23,600.00
*Items changed or added	Total	$ 198,415.00

Length of Roadway - - - 0.454 mile

Cost of Roadway per mile - - - $437,037.45

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 5,800.00	$ 5,800.00
Temporary Repair	183,056.00	183,056.00
Permanent Repair	198,415.00	198,415.00
Total	$ 387,271.00	$ 387,271.00

Group 1 - 100%

Contract No. 7639

Prefixes: 38-1401 P.E.
20-4404D
20-4704
20-1045

c

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 9-34	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 9-7-71	STATE **Oregon**
		COUNTY **Lane**
PROJECT REPORT NO. 4		PROJECT NO. **ERFO-223(2)**

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58 15 Mi. S.E. of Oakridge-S.E. 0.62 Mi.
Salt Creek Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-15-71	0.62
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-15-71	0.62
OTHER *(Specify)*		

FUNDS **Pro Rata 100%**

ESTIMATED TOTAL COST OF PROJECT $ 372,731.00	FEDERAL FUNDS $ 372,731.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Department)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Assistant State Highway Engineer (Title)	By G. L. Green (Division Engineer) For: R. E. Simpson
By (Title)	Date executed by Division Engineer SEP 9 1971
By (Title)	

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. ERFO-223(2)

SALT CREEK SLIDE SECTION

WILLAMETTE HIGHWAY IN LANE COUNTY

Salem, Oregon, September 3, 1971

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 5,800.00

Type Code 0010
Roadway (Sta. 172+00 to Sta. 1760+00)

Temporary Repair

Labor	All Required	$ 55,6~~49~~50.00
Equipment	All Required	14,278.00
Outside Rental of Equipment	All Required	106,172.00
Material	All Required	6,956.00
		$183,056.00

Type Code 6201
Roadway (Sta. 1729+00 to Sta. 1760+00)

Permanent Restoration

Temporary Protection and Direction of Traffic	All Required		$ 3,500.00
Clearing and Grubbing	All Required		4,500.00
General Excavation	14,600 cu.yd.	2.20	32,120.00
Granular Embankment	2,640 cu.yd.	2.50	6,600.00
Aggregate Shoulders	130 cu.yd.	8.00	1,040.00
Class B Asphalt Concrete	3,700 ton	11.00	40,700.00
Asphalt in Tack Coat	3 ton	90.00	270.00
36-inch Culvert Pipe	105 lin.ft.	35.00	3,675.00
Guard Rail, Type 2A	440 lin.ft.	7.00	3,080.00
Guard Rail, Type 2	2,860 lin.ft.	5.00	14,300.00
Guard Rail Anchors	4 only	300.00	1,200.00
Loose Riprap, Class 700	3,030 cu.yd.	4.00	12,120.00
Loose Riprap, Class 2000	9,000 cu.yd.	4.00	36,000.00
Guide Posts	30 only	10.00	300.00
			$159,405.00

Flagging (60% of Contractor's Cost)	All Required	$ 1,500.00
Permanent Pavement Striping	All Required	100.00
Temporary Erosion Control	All Required	1,000.00
		$ 2,600.00

Subtotal	$162,005.00
Engr. & Cont.	21,870.00
Total	$183,875.00

Length of Roadway - - - - - - 0.454 Mile
Cost of Roadway Per Mile- - - $405,001.01

Work Retained in Program Status

Possible Slide Corrective Work	All Required	$ 10,000.00
Seeding and Mulching	All Required	1,000.00

Subtotal	$ 11,000.00
Engr. & Cont.	1,485.00
Total	$ 12,485.00

Preliminary Engineering -	$ 5,800.00
Emergency Temporary Repair- -	183,056.00
Roadway -	183,875.00
Retained in Program Status- -	12,485.00
Total Federal Funds -	$385,216.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7639

Prefix Permanent: 20-1045

Prefix (PE): 38-1401

Prefix Temporary: 20-4704

7639

5

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: SALT CREEK

WEEK ENDING: July 22, 1972

SECTION PREFIX: 20-1045

HIGHWAY: Willamette

COUNTY: Lane

NAME OF JOB: SALT CREEK

KIND OF WORK: Slide Correction

CONTRACTOR: Wildish Construction Co.

CONTRACT NUMBER: 7639

FEDERAL AID PROJECT NUMBER: ERFO-223(2)

DATE OF CONTRACT: August 30, 1971

DATE WORK STARTED: October 4, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 82 ~~70~~

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 90

PERCENT OF TIME ELAPSED: 110

PROJECT AUTHORIZATION: $ 223,720.87

EXCLUSIVE OF ENGINEERING: $ 205,980.89

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 177,772.17

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.7 %

ENGINEERING AUTHORIZATION: $ 17,739.98

Exp. this week 340.00

ENGINEERING COST TO DATE: $ 16,210.00

PERCENT OF AUTHORIZATION: 91 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: incl. Eng. 87

DATE PROJECT WAS COMPLETED: July 5, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Rip Rap	Guard rail & Guide Posts
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS Rip Rap	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.7	.7		.7	.7
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.7	.7		.7	.7
TOTAL ESTIMATED QUANTITIES (CONTRACT)	24,049 cy	130 cy	13,834 cy	3 ton	3,700 ton
TOTAL QUANTITIES CORRECTED TO DATE	"	399cy	12,243 cy	1.4 ton	3, 056 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"	"	"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Days CAUSE OF DELAY
SUNDAY	Clear-Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	Partly Cloudy-Cool			
THURSDAY	" "			
FRIDAY	Clear-Warm			
SATURDAY	" "			

Routing
Kessey
RECEIVED
Pease
Bond
JUL 24 1972
Glenn
Walker
Litchfield
Johnson
CONSTRUCTION SECTION
Berg
[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	Office personnel working periodically throughout the week on the semi-final.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final will probably be turned into Region Office next week.

Constr. 3
Reg. 1
File 1

SIGNED E J Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

7639

G. L. Green, Acting Division Engineer DATE **July 12, 1972**

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. ERFO-223(2)

FROM George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY R. D. ASBURRY
for L. H. Young
Programing Engineer

Cy Contr
9-1-72

SUBJECT **Request Contract Work Completed**

Contract 7639, Work Completed July 5, 1972

Project Salt Creek

Highway Willamette

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 7-10-72

Conditions not acceptable:

None

DBC:bk

G. K. Hossner
for **G. L. Green**
Acting Division Engineer

cc: Tom Edwards ✓
L. H. Young

RECEIVED
STATE HWY ENGR
SEP 1 '72
REFER TO
FOR

OSHD (Johnson)
Region
Wash DC

7639

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

7-10-72

x ch

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Lane	DIVISION Oregon
DATE OF INSPECTION 7-10-72	INSPECTION MADE BY D. R. Carter, Asst Area Engineer		PROJECT NO. ERFO 323(2)
IN COMPANY WITH J. Putman, OSHD, Reg A Engr; W.W. Robertson, OSHD, Res Engr			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 90/82=110 %	WORK COMPLETED 100 %

COPY SENT

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* *Not applicable for all contacts.*)

AUG 11 1972

SALT CREEK SECTION
WILLAMETTE HIGHWAY
Slide Correction

AUG 11 1972

STATE
REGIONAL OFFICE

This project provided for the repair of the damage done to the highway by a large earth slide. The work included slide excavation, riprap, base shouldering material and AC pavement.

All contract work was completed on July 3, 1972 at which time 90 calendar days had been used. The time used to complete the work overran the contract time of 82 calendar days (70 calendar days plus 12 days extension) by 8 calendar days.

At the time of the inspection the final costs had not been computed, however, it appears the final project cost inclusive of engineering will be reasonably close to the project authorization including engineering.

The project has been signed and striped by State forces.

All project work has been satisfactorily completed.

Mt. Putnam indicated the contractor has submitted two claims. One claim involves the suitability of use of certain guard rail posts and the other claim involves riprap material taken from the source located approximately one mile southerly from the highway at MP 5097. This source was listed in the special provisions.

The cleanup of the project work is considered to be acceptable but marginal. Both the State maintenance forces and the contractor have done work in the area and it is not entirely clear who was responsible for certain items of clean-up. Better coordination would have resulted in a more timely cleanup of the work area. Mr. Putnam indicated the contractor had fulfilled his obligation concerning the project cleanup and the State maintenance forces would do the remaining cleanup work.

NOTED
A. E. JOHNSON

cy Const
Bridge
8-15-72

8-15-72

cc Young

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-338
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
MAY 8 - 1972

FOR FILING

7639

#4

April 6, 1972

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on April 4, 1972, considered your request for a 22-day extension of time on Contract No. 7639 for slide correction on the Salt Creek Section of the Willamette Highway in Lane County.

In light of the available facts and the provisions of the contract, the Commission granted you an extension of 12 days without assessment of liquidated damages, which extension it appears will be enough to complete the contract.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem Office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FKN:dr:kl

bc C. T. Kassey
V. E. Skoog
J. F. Putnam
E. J. Dunn
Federal Highway Administration

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 22, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : for G. K. Hosmer R. E. Simpson, Division Engineer
Salem, Oregon

cy Eng to LH Young
3-27-72

SUBJECT: Oregon Project ERFO 223(2)
Salt Creek Section
Willamette Highway
Request for Time Extension

Your February 4 submission concerning an extension of time for the above contract has been reviewed. We concur with your determination that a time extension of 12 days is reasonable based on the actual time required to complete the additional work required. The additional work resulted from overruns in the granular embankment and riprap items of the contract.

This time extension is considered to be full compensation for the additional time required to perform the work resulting from overruns in the above items. The overruns of these items should not be included in calculations for any additional time extension, if any, which may occur as a result of other work on the project.

3-24-72
REFERRED TO
al
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 2, 1972

SUBJECT: Salt Creek Section
Contract No. 7639
Request for Time Extension

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

Wildish Construction Company requests a 22-day extension of contract time because of quantity overruns on earthwork and riprap items. This is an emergency repair project to restore the channel of Salt Creek adjacent to the Willamette Highway where a slide occurred. Bids were opened August 26, 1971 with four bidders. The time count started September 24 with 70 days allowed.

The contractor got off to a slow start and when half of the time had elapsed at the end of October, only 9 percent of the work had been accomplished. It was already apparent by then that there would be a significant overrun of two key items -- granularembankment will overrun 241 percent (6,367 cubic yards) and the two classes of riprap have a net overrun of 15 percent (1,804 cubic yards).

The 70 days allowed expired December 3 but by then the contractor had accomplished most of the grading and riprap work, so the objective of getting the channel restored adjacent to the highway had been met, but it was too late in the season to do the roadway paving, so the job was placed under a winter shutdown until next spring and days are not being counted now.

The contractor apparently derives his 22-day request by comparing the overruns with the net quantities rather than the gross bid quantity and a further assumption that about 50 days would have been required for the original contract grading type work allowing the remaining 20 days for the guardrail and paving.

The Region recommends an 11-day extension just on a time-money basis applying an overall 15 percent overrun against the original 70 days.

Although the contractor's rate of production on the embankment and riprap work was very low at times, it is probably nevertheless valid to use these actual rates to determine the effect of the overrun. The excavation and embankment was apparently performed at rates from 200 to 2,000 cubic yards per day.

If an average of 1,000 cubic yards per day is applied to the 6,800 cubic yard overrun, 7 workdays is derived. The riprap production was from about 100 to 500 cubic yards per day. At an average of 200 cubic yards, the 1,800 cubic yard overrun derives 9 workdays. The riprap work probably controlled the progress with the embankment work being done concurrently. On this basis, the 9 workdays of added riprap work would convert to 12 calendar days. This would compare with the overall time-money 11 days recommended by the Region. We recommend a 12-day extension.

The major unfinished work is 3,700 tons of paving and this could reasonably be expected to be accomplished within 12 days after the stop work order is lifted in which case, no further liquidated damages would accrue. The daily rate is $100.

This is an ERFO project requiring Federal Highway Administration concurrence. Rough draft letters to them and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
January 25, 1972

RECEIVED
JAN 27 1972
CONSTRUCTION
SECTION

Routing
Pease
Glenn
Litchfield
Borg

To: F. D. Morgan
Construction Engineer
Salem

SUBJECT: Time Extension
Salt Creek
Contract 7639
Lane County

Herewith contractor's request for extension of time on subject project based solely on the overrun of major contract items.

The following listing shows the original quantity amount of overrun and final quantity.

Item	Original	Overrun	Final
General Excavation	14,600	442	15,042
Granular Embankment	2,640	6,367	9,007
Class 700 Riprap	3,030	1,013	4,043
Class 2000 Riprap	9,000	791	9,791
TOTAL	29,270	8,613	37,883

Quantitywise, this is an increase of 20.6%; moneywise, the contract overran 15.1%.

The contract was mailed to the contractor on September 13, 1971, with the calendar day count starting on September 24, 1971. 70 calendar days were set up to complete the work. Work started on October 4, 1971, and a stop order was issued on December 3, 1971, due to hazard caused by the contractor's operation on snow covered road. Work remaining to be done is the placement of approximately 500 cubic yards of Class 700 riprap and all of the paving. The December 3 date is also the last available calendar day, so all remaining work will be excess calendar days.

The total amount of work is quite small and the additional yardage added would not have influenced the original calendar day count; however, it is an overrun and must be given consideration.

The contractor's operation was very slow at best. He averaged 346 cubic yards per day on the placement of the Granular Embankment and 368 cubic yards per day on both classes of riprap. This is such a low average that it is impossible for me to use it as a basis for extension. I, therefore, recommend that he be granted 11 days based on the 15.1 % overrun of the contract authorization.

(Time/money)
on 70 days

J. F. Putnam

J. F. Putnam
Regional Engineer

JFP:jeb
cc: E. J. Dunn
Enclosure

RECEIVED
MAR 28 1972
FOR FILING

7639

DATE March 28, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 4

Wildish Construction Company, contractor on the Salt Creek Section of the Willamette Highway in Lane County, Contract No. 7639, has requested a 22-day extension of contract time because of quantity overruns on earthwork and riprap items.

This is an emergency repair project to restore the channel of Salt Creek adjacent to the highway where a slide occurred a year ago. Bids were opened August 26, 1971, with four bidders. The time count started September 24 with 70 days allowed.

The 70 days allowed expired December 3 and by then the contractor had accomplished most of the grading and riprap work, so the objective of getting the channel restored adjacent to the highway had been met, but it was too late in the season to do the roadway paving. The job was placed under a winter shutdown until spring and days are not being counted now. Liquidated damages would start to accrue at the rate of $100 per day when work is ordered to resume.

There are significant overruns in two items---granular embankment will overrun 241 percent, and the two classes of riprap have a net overrun of 15 percent. These overruns justify a 12-day extension.

I recommend a 12-day extension of the contract time. It appears that with these 12 days, the contractor will not be penalized. This is an Emergency Relief project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the April 4 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
L. H. Young
V. E. Skoog
J. F. Putnam
Gary Ross
Gary Sund

JAB:fw ms

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7639 Contractor Wildish Construction Co.

Highway Willamette

Section Salt Creek

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 12-day extension for bid item overruns on granular embankment and riprap.

Recommended for Approval:

Division Engineer

For Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer Asst

Contract No.	7639
Project designation (State Federal)	Federal
Date awarded	8/30/71
Work started	10/4/71
Per cent completed (Date)	61 1/20/72
No. of Calendar Days Allowed	70
No. of Calendar Days Used	70
No. of Added Calendar Days Requested	22

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 1-17, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 70 days to 92 days, within which to complete our Contract No. 7639, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to a 42% increase of the major items (Excavation, Embankment and Rip Rap) we request a 22 calendar day extension of our contract.

Respectfully submitted,

Wildish Construction Company
Contractor

By

CONSENT OF SURETY

Date JANUARY 17, 1972

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Damon K Pearson
Attorney-in-fact

(SEAL)

Damon K Pearson
Resident Agent

RECEIVED
[illegible] 9 - 1972
FOR FILING

ERFO-223(2)
7639

February 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: Request for Time Extension
Salt Creek Section
Willamette Highway
Oregon Project ERFO-223(2)

Wildish Construction Company requests a 22-day extension of contract time because of quantity overruns on earthwork and riprap items. This is an emergency repair project to restore the channel of Salt Creek adjacent to the Willamette Highway where a slide occurred. Bids were opened August 26, 1971 with four bidders. The time count started September 24 with 70 days allowed.

The 70 days allowed expired December 3, but by then the contractor had accomplished most of the grading and riprap work, so the objective of getting the channel restored adjacent to the highway had been met; however, it was too late in the season to do the roadway paving. The job was placed under a winter shutdown until spring and days are not being counted now.

The contractor apparently derives his 22-day request by comparing the overruns with the net quantities rather than the gross bid quantities and a further assumption that about 50 days would have been required for the original contract grading type work, allowing the remaining 20 days for the guardrail and paving.

There are significant overruns of two key items -- granular embankment will overrun 241 percent (6,367 cubic yards) and the two classes of riprap have a net overrun of

15 percent (1,804 cubic yards). On just a time-money basis, the expected overall 15 percent contract overrun against the original 70 days justifies an 11-day extension.

Although the contractor's rate of production on the embankment and riprap work was very low at times, it is probably nevertheless valid to use these actual rates to determine the effect of the overrun. The excavation and embankment was apparently performed at rates from 200 to 2,000 cubic yards per workday. If an average of 1,000 cubic yards per day is applied to the 6,800-cubic yard overrun, seven workdays are derived. The riprap production was from about 100 to 500 cubic yards per workday. At an average of 200 cubic yards, the 1,800-cubic yard overrun derives nine workdays. The riprap work probably controlled the progress, with the embankment work being done concurrently.

On this basis, the nine workdays of added riprap work would convert to 12 calendar days. We recommend a 12-day extension and seek your concurrence.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
F. D. Morgan
J. F. Putnam

JAB:fw ja

Form E-306 (Rev. 11-70)

ERFO-223(2)
7639

STATE COPY
G-11

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED EFFECTIVE DATE 2-8-71
Contingent upon modification of project agreement if additional funds are required
BY G. K. H
TITLE Dist. Engineer
DATE 12-27-71
FEDERAL HIGHWAY ADMINISTRATION

Project Name Salt Creek
Highway Willamette
County Lane
Contractor Wildish Construction Co.
Address PO Box 1106, Eugene, Oregon 97401

Date December 7, 1971
Contract No. 7639
Prefix 20-1045
F. A. Project No. ERFO-223(2)
Order No. 1 - Supplement

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Participate in flagging costs.

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Location by station numbers:

Station 1646+00 to station 1760+00 (thru-out project)

to Const. 12-28-71

Estimate of quantities and cost:

Flagging costs (State's share = 60%)		EWO #1	1,500.00
	Suppl.	EWO #2	2,500.00
		Total	4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Participate in flagging costs during construction for the safety of the travelling public.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ ~~196,360.68~~ 223,720.87
Present estimate of project cost, including $ 4,000.00 for work under this order	$ 223,720.87
Expected under-run over-run amount	$ 27,360.19
Expected over-run per cent	0 ~~14~~

Space to right of this line for use of Salem Office

Submitted by: E. J. Dunn E J Dunn
Resident Engineer

Approval Recommended:

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved
ORIGINAL SIGNED BY
R. D. ASBURRY

Form E-203—5M

ERFO-223(2)
7639

STATE COPY 6-11P

APPROVED EFFECTIVE DATE 11-11-91
Contingent upon modification of project agreement if additional funds are required
BY G. K. Hassner
Dist. Engineer
TITLE
DATE 12-6-71
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date November 12 1971

Project Name Salt Creek

Highway Willamette

County Lane

Contractor Wildish Construction Co.

Address Box 1106 Eugene, Oregon

Contract No. 7639

Prefix 20-1045

F. A. Project No. ERFO-223(2)

Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Load, haul and place talus materials on the shoulders

to Consts
12-7-71

Location by station numbers:
Stations 1729+00 to Station 1742+00

NOTED
A. E. JOHNSON

RECEIVED
DEC 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Equipment	$1,189.76
Plus 15% on Equip.	178.46
Labor	117.60
Plus 20% on Labor	23.52
Total	$1,509.34

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Widening of the east bound shoulder to provide a future climbing lane and also recent patching by maintenance forces has left a vertical A.C. edge of 6 to 8-inches.

NOTED
TOM EDWARDS

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$196,360.68
Present estimate of project cost, including $1,509.34 for work under this order	$223,720.87
Expected ~~under-run~~ over-run amount	$27,360.19
Expected ~~under-run~~ over-run per cent	14

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Admin. Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-731

RECEIVED
NOV 8 - 1971

FOR FILING

ERFO - 223(2)
7639

November 5, 1971

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on the Salt Creek Slide Correction Section of the Willamette Highway in Lane County, Contract No. 7639, is anticipated in the amount of $27,360.19 or 13.9 percent. This overrun is entirely due to unexpected quantity overruns on four bid items covering the creek channel stabilization.

Unexpected deeper water is being encountered at the upper end of the riprap section in a critical zone and a key part of the project. Adequate bank protection must be placed in that area to confine the creek to a channel and halt further erosion.

It is recommended that the project authorization be increased by $27,360.19.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan
Gary L. Sund
L. H. Young
V. E. Skoog
C. T. Kessey

FW:fr kw

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1971

To:

Mr. A. E. Johnson
Assistant State Highway Engineer
BUILDING

SUBJECT: Salt Creek Slide Correction
Contract No. 7639
Overrun of Project Authorization

Herewith a request for overrun of project authorization in the amount of $27,360.19 or 13.9 percent on this project. This expected overrun is entirely due to quantity overruns on four bid items. Attached is a section from Sheet 3 of the plans showing virtually the entire project. Also attached is the Regional Engineer's discussion of the reason for the quantity change.

The deeper water being encountered in the so-called pool area is at the upper end of the riprap section opposite about Station 1736. This is a critical zone and a key part of the project. Unless adequate protection is placed in that area, the creek would likely continue to erode into the slide and could create another slide situation over again. The field's recommend~~ation~~s against shortening the riprap on the lower end and against decreasing the thickness of the riprap section.

We conclude that the best course is to face up to the overrun and seek additional funding. The project is only 6 percent completed. You will note the request includes the full contingency amount and added engineering for the increased quantities -- this is an effort to forestall a second overrun request later if some further added unforeseen cost occurs.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB:fw
Enc.
cc V. L. Gallagher

11-1-71
[illegible]
I would approve the over-run.
This job needs ~~to~~ to be done properly without cutting corners. EHB

Routing
Morgan
Decker
Bond
[illegible]
[illegible]
[illegible]
[illegible]
Gallagher
[illegible]

RECEIVED
T26 1971
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701
October 22, 1971

To: F. D. Morgan
Construction Engineer
Salem

SUBJECT: Salt Creek Section
Willamette Highway

Herewith completed form on Expected Overrun of Project Authorization on subject project.

Upon completion of staking and IBM calculations, it was ascertained that the general excavation overran 442 cubic yards, granular embankment 6,367 cubic yards, Class 700 riprap 1,013 cubic yards and Class 2,000 riprap 791 cubic yards.

The explanation that we have for the overrun of these quantities is that a dam existed at the time the original sections were taken. During the ensuing months, this dam gave away, washing sediment from the pool above it. This pool is in the area where the granular embankment is being placed and the greater depth is requiring more of the granular material and riprap.

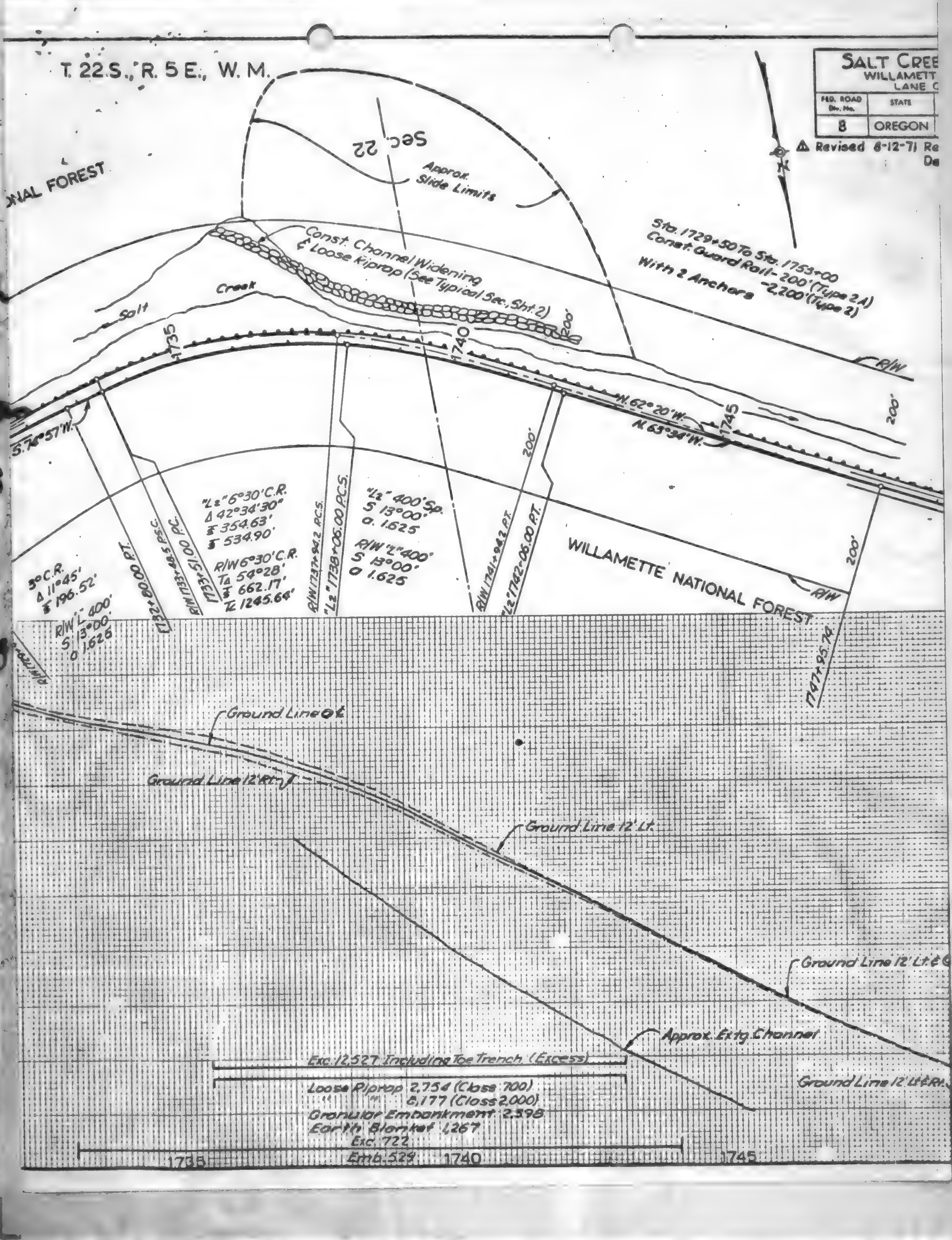
Resident Engineer E. J. Dunn discussed this matter on the ground with Area Engineer Dave Carter on October 21, so the FHWA is aware of our problem.

J F Putnam
J. F. Putnam
Regional Engineer

JFP:ll
enclosures

cc: E. J. Dunn

10-27-71
Only 6% [illegible]. Discussed with Putnam. No way to shorten or cheapen job. Has looked for alternatives. Creek could under-cut and create same problem all over again unless controlled as per plan.
J.D.


SALT CREE
WILLAMETT
LANE C
FED. ROAD Div. No.
STATE
8
OREGON
Revised 8-12-71 Re
De
T. 22 S., R. 5 E., W. M.
Sec. 22
NAL FOREST
Approx. Slide Limits
Const. Channel Widening & Loose Riprap (See Typical Sec., Sht. 2)
Sta. 1729+50 To Sta. 1753+00
Const. Guard Rail - 200' (Type 2A)
-2,200' (Type 2)
With 2 Anchors
Salt
Creek
200'
1735
1740
1745
R/W
N. 62° 20' W.
N. 63° 34' W.
S. 75° 57' W.
200'
200'
200'
"L2" 6°30' C.R.
Δ 42°34'30"
T 354.63'
L 534.90'
R/W 6°30' C.R.
TΔ 59°28'
T 662.17'
Tc 1245.64'
"L2" 400' Sp.
S 13°00'
a. 1.625
R/W "L" 400'
S 13°00'
a 1.625
3° C.R.
Δ 11°45'
L 196.52'
R/W "L" 400'
S 13°00'
a 1.625
1732+00.00 P.T.
1733+48.5 P.S.C.
R/W 1733+51.00 P.C.
1733+51.00 P.C.
R/W 1737+94.2 P.C.S.
"L2" 1738+06.00 P.C.S.
R/W 1741+94.2 P.T.
"L2" 1742+06.00 P.T.
1747+95.74
WILLAMETTE NATIONAL FOREST
R/W
Ground Line @ ℄
Ground Line 12' Rt.
Ground Line 12' Lt.
Ground Line 12' Lt. & ℄
Approx. Extg. Channel
Ground Line 12' Lt. & Rt.
Exc. 12,527 Including Toe Trench (Excess)
Loose Riprap 2,754 (Class 700)
" " 6,177 (Class 2,000)
Granular Embankment 2,598
Earth Blanket 1,267
Exc. 722
Emb. 529
1735
1740
1745

Form E-372 (Rev. 10-66)

ERFS-22(2)
7639

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Salt Creek

Highway Willamette Date October 15, 1971

County Lane Kind of Work Slide Correction Contract No. 7639

Contractor Wildish Construction Co.

	Authorized	Estimated
Contract Amount	$159,405.00	$183,510.90
Anticipated Items	13,600.00	13,600.00
Contingency (4½%)	7,785.23	8,869.99
Engineering	15,570.45	17,739.98
Credits		
PROJECT COST	$196,360.68	$223,720.87

NET INCREASE $ $27,360.19 = 13.9%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
(c) Item No. 3	General Excavation	$33,092.40	+ $972.40
(c) Item No. 4	Granular Embankment	22,517.50	+15,917.50
(c) Item No. 12	Class 700 Rip Rap	16,172.00	+ 4,052.00
(c) Item No. 13	Class 2000 Rip Rap	39,164.00	+ 3,164.00
(a) Contingencies		8,869.99	+ 1,084.76
(a) Engineering		17,739.98	+ 2,169.53

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 11-24-71

Principal reasons for overruns (Continue on reverse side): See Reverse side

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. J. Dunn
Resident Engineer

Noted by
Construction or Bridge Engineer

Confirmed by
Division Engineer

Noted by
Deputy or State Highway Engineer

Two items contributed to this overage. No. 1 the plan quantities appear to be low which was caused by a constant reduction in quantities while the project was being worked up for the contract to come within a lower price range. No. 2 the pool at the easterly end of the slide was much deeper than the original cross-sections showed. This extra depth was probably the most contributing factor for the quantity overrun. Some areas of the pool measured 16 feet in depth. Erosion by creek has apparently progressed since original ground information was gathered.

Routing
Morgan
Decker
Bond
Boehme
Johnsen
RECEIVED
OCT 26 1971
CONSTRUCTION
DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

Form A-106-[illegible]

STATE COPY

G-1P

APPROVED EFFECTIVE DATE 9-10
Contingent upon modification of pro
ject agreement if additional funds a
required
BY
TITLE Dist. Engineer
DATE 10-7-71
FEDERAL HIGHWAY ADMINISTRATIO
Order 2

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Project Name Salt Creek Date September 2, 1971

Highway Willamette Contract No. 7639 F. A. Project No. ERFO-223(2

County Lane Prefix 20-1045 Account No. 224-228 -02

Description of Work To Be Done:

Seed and mulch the project.

Location by Station Numbers:

Station 1729+00 to station 1760+00.

Estimate of Quantities and Costs:

Labor, Equipment and Materials. $1,000.00

NOTED
A. E. JOHNSON

Explanation:

Seed and mulch the project after construction work is completed.

Funds for this work was provided for in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$196,360.68
Present estimate of project cost, including $1,000.00 for work under this order	$196,360.68
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by: E J Dunn
Resident Engineer

Approval Recommended:
~~Assist.~~ Division Engineer

Approval Recommended:
Construction Engineer or ~~Bridge Engineer~~

Approved:
~~Deputy State Highway Engineer~~
~~Assistant State Highway Engineer~~
Construction ~~Office~~ Engineer.

RECEIVED
SEP 21 1971
FOR FILING

ER70-223(2)
7639

September 21, 1971

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7639 for slide
correction on the Salt Creek
Section of the Willamette Highway
in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Marchant
E. J. Dunn
C. T. Kessey

RECEIVED
SEP 14 1971
FOR FILING

ERFO-223(2)

7639

September 13, 1971

Wildish Construction Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Enclosed are three copies of Contract No. 7639 for a slide correction on the Salt Creek Section of the Willamette Highway in Lane County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 24, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc F. D. Morgan
I. D. Merchant
E. J. Dunn
C. T. Kenney

RECEIVED
SEP 9 - 1971
FOR FILING

7639

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ERFO-223(2)

SEP
STATE HIGHWAY

August 30, 1971

RECEIVED
SEP 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

We advertised the following projects on August 5, 1971 for bid opening on August 26, 1971:

1. 7th Ave.-Willamette River (Eugene) Section, I-105-4(115)196
2. Salt Creek Section, ERFO-223(2)

The special provisions for these projects contain a wage determination of the Secretary of Labor, No. AR-6678 dated February 18, 1971, with an expiration date of June 7, 1971. By notice of variation published in the Federal Register on April 3, 1971 (36 F.R. 6467), this wage determination was extended until it is replaced by a new wage determination.

We have been notified that a new area-wide wage determination for the State of Oregon was printed in the Federal Register on August 27, 1971.

Since it would not be possible to award contracts for these projects prior to August 27, 1971 and since we have been verbally informed by the Labor Department in Washington D.C. that we have been given the authority in the Federal Register dated August 27, 1971, to extend the existing wage determination, we, as the contracting agency, pursuant to said authority are hereby extending the Labor Department Wage Determination No. AR-6678 for a period of 30 days to permit awarding of contracts for these projects in an orderly contracting procedure.

We ask for your concurrence in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By:
F. B. Klaboe
Assistant State Highway Engineer

Young 9-7-71

FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION ENDORSEMENT
DATE AUGUST 31, 1971

I CONCUR IN THE EXTENSION OF LABOR DEPARTMENT WAGE DETERMINATION NO. AR-6678.

9-8-71
R.E. SIMPSON
DIVISION ENGINEER

REFERRED TO
Hall - Query

8-20-71

FORM PR-1240
(Rev. 6-68)

RECEIVED
AUG 25 1971

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PRO.: ERFO-223(2)

STATE PROJECT NO.: SALT CREEK SLIDE SECTI

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: ER-2

COUNTY NAME: LANE

PROGRAM STAGE (Check): ☐ 1 ☒ 2

TO:
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

ERFO F 223(2)
7639

Young w/enc.
8-25-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
AUGUST 4, 1971	AUGUST 4, 1971	PRIMARY ROUTE 29
		STATE ROUTE NUMBER
		WILLAMETTE HIGHWAY NO. 18

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,500.00, PERMANENT PAVEMENT STRIPING IN AMOUNT OF $100.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $1,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)
CONTRACTOR'S FLAGGING $1,500.00
PERMANENT PAVEMENT STRIPING $100.00
TEMPORARY EROSION CONTROL $1,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 15, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-20-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
JUL 20 1971
FOR FILING

ERFO-223 (2)
76139

July 16, 1971

Oregon State Highway Commission

Gentlemen:

The flood and storm damage during January of this year caused extensive damage to highways at the following locations:

		Estimated Cost
Salt Creek Slide Sec., Willamette Highway, Lane County, M. P. 51.0-M.P. 51.6	Channel Revetment, Grading and Paving	$220,000
Cape Meares Loop Rd. & Bay Ocean Rd. Sec., FAS 616, Tillamook County M.P. 1.5 & M.P. 3.2	Slide Correction, Grading and Paving	80,000

Copy in Minutes

ER 239(1)

Each of these projects is eligible for 100 percent Federal-aid reimbursement under the Emergency Relief Program. The surveys and plans are completed and I recommend that the projects be let as soon as possible.

This matter will be on the agenda for your consideration at the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
A. E. Johnson
Victor D. Wolfe
L. H. Young
V. E. Skoog
R. N. Bothman
J. B. Boyd
C. T. Kessey
(Program and Planning) fn

RECEIVED
MAY 14 1971
FOR FILING

ERFO-223(2)
7639

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1971

In reply refer to: 08-35-EC/710.17

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

Klaban

SUBJECT: Oregon Emergency Relief Program

The Washington office has approved effective April 27, 1971, the first four program items prepared and submitted by your office. These items are summarized as follows:

Item	Project	Location	Work
1.	ERFO 223(1)	Sage Creek Slide Section	Temp & Perm Flood Repair
2.	ERFO 223(2)	Salt Creek Section	" " " "
3.	ERFO 224(1)	Cascade Head Slide Section	" " " "
4.	ERFO 225(1)	Detroit Reservoir Section	" " " "

An allotment of $315,400 of appropriation Code 099 funds have been made to the Regional Administrator. The permanent repairs on Project ERFO 223(2) are approved in Stage I. Prior to the time the Division proposes to advance this permanent repair work to construction, request should be made for increase in allotment of funds in accordance with Mr. G. M. Williams' September 23, 1969, memorandum on Emergency Relief Programs.

5-14-71

REFERRED TO
Young
By Asst. State Hwy. Engr.

RECEIVED
MAY [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-1
(REV. 4-61)

FEDERAL - AID P
(PPM

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. C 4-2-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* SR 58 15 Mi. S.E. of Oakridge-S.E. 0.62 Mi. 21 65	**ADT**	PRESENT 1,800 (66)	FUTURE 3,600 (70)	YEA 9 (71)	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Flood Repair, Gr., Dr., HT Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. 21 (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. 71-1 (72) (73)
							PL. AUT (74)
							COUNTY NAME
CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief					ROUTE NO. p	FEDERAL- 29
	NAME OF URBAN AREA 17-31						ESTIMATED PROJECT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 58 15 Mi. S.E. of Oakridge-S.E. 0.62 Mi.		5,800	5,800
5					**ROW**		(Salt Creek Section)			
5					**CONST** (CODE) Temp.-Stage 2 Perm.-Stage 1			0.62 0.62	165,000 256,500	165,000 256,500
							PROJECT TOTALS	0.62	427,300 (16)	427,300 (23) (24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

This work is necessary because of unus
flooding which began January 14, 1971.
tract.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-2-71

STATE CODE	35	APPN CODE	099
ITEM NO.	2	STATE NAME	Oregon
REGION	08		

.E.

ADT	PRESENT	FUTURE	YEAR
	1,800	3,600	91

PROJECT NUMBER: PREFIX LETTER(S) ERFO- NUMBER 223 SEQ. NO. (2)

I. Projects Only POST MI. DESIG.

EMERG. YR. 71-1

PL. AUTH YR

SUPV AGCY

DA CLASSIF.

DA AREA

CODE 039

PROGRAM STAGE ☒ 1 OR ☒ 2

COUNTY NAME Lane

ROUTE NO. P: FEDERAL-AID 29; STATE 18; U.S.

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
S.E. of 0.62 Mi.		5,800	5,800		
ection)					
	0.62	165,000	165,000		
	0.62	256,500	256,500		
PROJECT TOTALS	0.62	427,300	427,300		

CHARACTER OF PROPOSED WORK (Full description)

P.S.&E. preparation. Temp. & perm. slide repair.

(Slide removal, gr., dr., 2-12' lanes HT pavement with 4' shoulders.)

ROW-80' min.; Access control-partial; Parking Restrictions-none.

REMARKS

This work is necessary because of unusually heavy rain on top of a previously heavy snowfall and flooding which began January 14, 1971. The work is to be done by State forces and by State contract.

-OVER-

USCOMM DUSCOMM-DC 48908-P

SALT CREEK SECTION
WILLAMETTE HIGHWAY
PROJECT NO. ERFO-223(2)

Existing Facility:

The present facility consists of 2-12 foot travel lanes of AC pavement with 4 foot shoulders.

Project Data:

On January 18, 1971 a massive earth slide blocked Salt Cr. and forced it from its natural channel to flow down the roadway and then the highway was washed out for approximately .6 mile. The earth slide was caused by an extra heavy rainfall on top of a earlier deep snowfall which covered the area.

The temporary and permanent restoration work consists of slide removal, drainage correction, washout repair, riprap, grade, drain and A.C. pavement to restore the 2-12 foot lanes with 4 foot shoulders.

The major items generating the cost are:

TEMPORARY REPAIR, TYPE CODE 2000

Labor	$118,000
Equipment	31,000
Material	16,000
Total Temporary Repair	$165,000

PERMANENT RESTORATION, TYPE CODE 6201

Clearing		$ 5,000
General Excavation	38,500 cu.yd.	48,000
3/4" - 0 Leveling Course	1,500 cu.yd.	8,300
Class B Asphalt Concrete	2,800 cu.yd.	42,000
30" Corrugated Metal Pipe	110 lin.ft.	1,700
Riprap	14,300 cu.yd.	85,800
Guard Rail	2,200 lin.ft.	6,500
		$197,300
Engineering & Contingencies		59,200
	Total Permanent Restor.	$256,500

The work is to be done by State forces and advertised contract.

A public hearing is not required for this project under Par. 3c of PPM 20-8 as this work is necessary because of the natural disaster concurred in by the Federal Highway Administrator.

State Clearinghouse review is exempt by working agreement with the State Executive Dept. dated February 9, 1971.

21-3396 Driftwood Beach State Wayside, 1971
N. of Waldport
#7640 (Landscape improvement)

7640

February 15, 1973

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, California 90015

Gentlemen:

On February 12, 1973, we wrote to you concerning release of final payment on Contract No. 7640 awarded to All City Landscape Division of Moore Clear Company for work in Driftwood Beach State Wayside in Lincoln County.

Final payment on this contract is $1,[redacted].10 and the total contract amount is $15,775.87 including $306.16 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc All City Landscape Division of
Moore Clear Co.
8301 N. E. Halsey Street
Portland, Oregon 97220
C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hauck
G. O. Fredrickson

7640

February 9, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7640 Work Completed May 15, 1972

Project Driftwood Beach State Wayside

Highway -- County Lincoln

Type of Work Landscape Improvement

Contractor All City Landscape Division of Moore Clear Co.

Recommended Acceptance Date February 8, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7640

5

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Driftwood Beach State Wayside

WEEK ENDING: 12 Jan 73

SECTION PREFIX: 21-3396

HIGHWAY: ---

COUNTY: Lincoln

NAME OF JOB: Driftwood Landscape

KIND OF WORK: Landscape Improvement

CONTRACTOR: All City Landscape

CONTRACT NUMBER: 7640

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 30 Aug 71

DATE WORK STARTED: 4 Jan 72

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 19,012.15

SPECIFIED COMPLETION DATE: 31 May 72

PERCENT OF TIME ELAPSED:

EXCLUSIVE OF ENGINEERING: $ 17,361.70

ENGINEERING AUTHORIZATION: $ 1,660.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 15,775.87

ENGINEERING COST TO DATE: $ 2,477.

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91

ESTIMATED PERCENT: XXXXX UNDERRUN 9 %

PERCENT OF AUTHORIZATION: 149 %

DATE PROJECT WAS COMPLETED: 15 May 72

S.F. submitted: 26 Oct 72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

XXXXXXXX	XXXXX BORROW	XXXXXX TOPSOIL	XXXXXXX PLANTINGS	OIL & BITUMINOUS MACADAM	PAVING
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	390	430	1,830		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	384	424	1,650		370
AVERAGE DAILY QUANTITIES	384	424	1,650		306
					306
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

hand tools only.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Ptly Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Showers			
THURSDAY	Rain			
FRIDAY	Showers			
SATURDAY				

RECEIVED
JAN 15 1973
CONSTRUCTION SECTION

Routing
~~Kessey~~
~~Bond~~
~~Walker~~
~~Johnson~~
~~Pease~~
~~Glenn~~
~~Litchfield~~
~~Berg~~

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

7 Jan 73 SUNDAY	
8 MONDAY	Weeding throughout area.
9 TUESDAY	As Monday.
10 WEDNESDAY	Completed weeding throughout all planting areas.
11 THURSDAY	
12 FRIDAY	
13 SATURDAY	

REMARKS

All weeding to-date inspected & accepted by H.L. Spooner, C. Lenz, K. Lucas, C. Groves, C. Paul & H. H. Patterson on Tuesday, 9 Jan 73.

Balance of weeding to be done was completed on Wednesday and inspected & accepted by C. Groves & H. Patterson with Jack Gall accompaning for the contractor.

This completes the contractor's work on this project.

This is the FINAL WEEKLY REPORT on this project.

SIGNED H. H. Patterson LOCATION Newport, OR. 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
SEP 22 1971
FOR FILING

21-3396
7640

September 21, 1971

All City Landscape
Division of Moore Clear Co.
8301 N. E. Halsey Street
Portland, Oregon 97220

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7640 for
landscape improvement in
Driftwood Beach State Wayside
in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Transamerica Insurance Company
1150 South Olive Street
Los Angeles, California 90015

bc F. D. Morgan
L. D. Merchant
David Talbot
R. H. Patterson
J. B. Boyd

RECEIVED
SEP 14 1971

21-3396
7640

September 13, 1971

All City Landscape
Division of Moore Clear Company
8301 N. E. Halsey Street
Portland, Oregon 97220

Gentlemen:

Enclosed are three copies of Contract No. 7640 for landscape improvement in Driftwood Beach State Wayside in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
David Talbot
E. H. Patterson
J. B. Boyd
Roy Olson

21-3397 Devils Punch Bowl State Park 1971
at Otter Rock, N. of Newport
#7641 (Grad., pav. & facilities)

RECEIVED
SEP 27 1972

7641

September 26, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On September 11, 1972, we wrote to you concerning release of final payment on Contract No. 7641 awarded to Road & Driveway Co. for work in Devils Punch Bowl State Park in Lincoln County.

Final payment on this contract is $3,447.91 and the total contract amount is $73,902.18, including $1,005.58 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Road & Driveway Co.
Old Toledo Highway
Newport, Oregon 97365

Please disregard letter of September 15, 1972, addressed to The Travelers Indemnity Company.

bc C. T. Kassey
Walt Hart
V. E. Shoog
Attn: W. L. Mommer
J. B. Boyd

S

RECEIVED
SEP 21 1972
FOR FILING

7641

September 20, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,625 will be made to Road & Driveway Company on Contract No. 7641 for work in Devils Punch Bowl State Park in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $77,332.76 including the post-final payment. Of the total, $1,603.58 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Road & Driveway Co.
Old Toledo Highway
Newport, Oregon 97365

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: W. L. Hommer
J. B. Boyd

RECEIVED
SEP 1 1972

FOR FILING
7641

September 11, 1972

Road and Driveway Company
P. O. Box 128
Newport, Oregon 97365

Gentlemen:

Your request for a time extension of 35 days on Contract No. 7641, for work on the Devils Punch Bowl State Park Section in Lincoln County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the facts available and the provisions of the contract, an extension of 35 days is granted without assessment of liquidated damages. This will delete all time liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: Cecil Head
F. B. Klaboe
A. E. Johnson
V. E. Skoog
C. T. Keasey
J. B. Boyd
H. H. Patterson
V. L. Gallagher

JAB:fw dps

5

RECEIVED
SEP 1[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7641

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 11, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7641**
Devils Punch State Park

Road and Driveway Company, contractor on the subject project in Lincoln County, Contract No. 7641, has made a request for extension of 35 days in the contract time because of subgrade problems delaying final surfacing work. This job had a specified June 15 completion date and was actually completed July 20 with 35 days liquidated damages charged at $75 per day for a total of $2,625.

Due to some yielding subgrade, we kept the contractor from placing the surfacing in early June to get the benefit of better weather on the soft subgrade areas. Additional work was authorized and performed by the contractor later to correct the remaining problem areas.

The additional time has been granted and the completion date extended to July 20, 1972. Your concurrence is requested in this action which eliminates all liquidated damages. This was a State project.

This matter will be on the agenda at the September 19 meeting.

cc: Cecil Head
George M. Baldwin A. E. Johnson
F. B. Klaboe
V. E. Skoog
C. T. Keasey
J. B. Boyd
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dps

FORM 8-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Devils Punch Bowl State Park
Contract No. 7641
Request for Time Extension

John A. Bond

FROM:
John A. Bond
Construction Administration Engineer

Road and Driveway Company has requested a 35-day time extension because of subgrade problems delaying final surfacing work. This job had a specified June 15 completion date and was actually completed July 20 with 35 days liquidated damages charged at $75 per day for a total of $2,625.

Due to yielding subgrade, we kept the contractor from placing the plan surfacing (8 inches of aggregate plus 2 inches of AC) to get the benefit of better weather on soft subgrade areas. The plan surfacing was probably inadequate for the project timing. Five orders cover additional work associated with the subgrade problem, covering some cement treatment of base, digging out soft areas, drain tile, and ultimately an additional lift of AC on top.

Considering these facts, I believe the request for time is valid and concur with the field recommending approval. This was a State project. Rough draft letters to the Highway Commission and the contractor are attached.

RECEIVED
SEP 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Attachments
cc V. L. Gallagher

SP*82475-784

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7641 Contractor Road & Driveway Company

Highway

Section Devils Punch Bowl State Park

Kind of Work Grading, Paving & Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

If the subgrade had not been soft and yielding, the project would have been completed on time. Correction of this condition was performed under change orders which are a basis for time extensions.

Recommended for Approval:

Division Engineer

Construction Engineer or
Bridge Engineer

Deputy State Highway Engineer

Contract No. 7641
Project designation State (State-Federal)
Date awarded August 30, 1971
Work started September 13, 1971
Per cent completed 100% - 7-20-72 (Date)
No. of Workdays Allowed to 6-15-72
No. of Workdays Used to 7-20-72
No. of Added Workdays Requested to 7-20-72

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 15, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ from Contract completion days to 7-20-72 days, within which to complete our Contract No. 7641, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to softening of sub-grade caused by rains a Stop-Work Order was issued June 9, 1972, until other plans could be made to correct the situation. Basic Contract completed June 9, 1972

Respectfully submitted,

Bond & Driveway Co.
Contractor

By Lewis S. Pickens
President

CONSENT OF SURETY

Date August 18, 1972, 19

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By (L. V. Huff)
Attorney-in-fact

MANSFIELD & CO.
By
Resident Agent

(SEAL)

5

RECEIVED
SEP 11 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

7641

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

TO Oregon State Highway Commission

DATE **September 8, 1972**

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7641 **Work Completed** July 20, 1972

Project Devils Punch Bowl State Park

Highway - - - **County** Lincoln

Type of Work Grading, Paving and Facilities

Contractor Road and Driveway, Inc.

Recommended Acceptance Date September 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

cc: C. W. Mead
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Kenney
W. J. Hart

VG:js

7641

5

FORM E-1 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Devils Punch Bowl State Park

WEEK ENDING: 18 Aug 72

SECTION PREFIX: 21-3397

HIGHWAY: ---

COUNTY: Lincoln

KIND OF WORK: Grading, Paving & Facilities

NAME OF JOB: Devils Punch Bowl

CONTRACT NUMBER: 7641

FEDERAL AID PROJECT NUMBER: State

CONTRACTOR: Road & Driveway Co.

DATE WORK STARTED: 13 Sep 71

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: 30 Aug 71

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

MEN: SUPERVISION:

SPECIFIED COMPLETION DATE: 15 Jun 72

PERCENT OF TIME ELAPSED: 113

PROJECT AUTHORIZATION: $ 79,529.64

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ENGINEERING AUTHORIZATION: $ 6,945.82

EXCLUSIVE OF ENGINEERING: $ 72,583.82

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 108

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 77,532.76 *

ENGINEERING COST TO DATE: $ 8,236.

DATE PROJECT WAS COMPLETED: 20 Jul 72

S-F Est submitted 17 Aug 72

ESTIMATED PERCENT: OVERRUN 7 % *

PERCENT OF AUTHORIZATION: 119 %

* Does NOT reflect Liquidated Damages--now $2,625.

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				0.14	0.14			0.14
MILES PARTIALLY COMPLETED								
MILES COMPLETED				0.14	0.14			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)				1,950	1,190			490
TOTAL QUANTITIES CORRECTED TO DATE				1,360	1,415			945
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				1,360	1,415			945
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Overcast			
TUESDAY	Sctd Clouds			
WEDNESDAY	Cloudy			
THURSDAY	Showers-AM Sctd Clouds-PM			
FRIDAY	Fair			
SATURDAY				

Routing
Keasey
Pease
Bond
Glenn
Walker
Litchfield
Johnson
Berg

KB

RECEIVED
AUG 21 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

13 Aug 72 SUNDAY	
14 MONDAY	
15 TUESDAY	
16 WEDNESDAY	
17 THURSDAY	
18 FRIDAY	
19 SATURDAY	

REMARKS

Semi-final Estimate submitted to Salem 17 Aug 72.

This is the FINAL Weekly Report on this project.

SIGNED LOCATION Newport, OR 97365

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 22 1971
FOR FILE

21-3397
7641

September 22, 971

Road & Driveway Company
Old Toledo Highway
Newport, Oregon 97365

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7641 for work
in Devils Punch Bowl State
Park in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Merchant
David Talbot
R. H. Patterson
J. B. Boyd

RECEIVED
SEP 14 1971
FOR FILING

21-3397
7641

September 10, 1971

Road & Driveway, Inc.
Old Toledo Highway
Newport, Oregon 97365

Gentlemen:

Enclosed are three copies of Contract No. 7641 for work in Devils Punch Bowl State Park in Lincoln County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is June 15, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
L. D. Marchant
David Talbot
E. E. Patterson
J. B. Boyd

RECEIVED
MAR 15 1971
FOR FILING

21-3397
7641

H

March 11, 1971

State Park Acquisition

Mr. R. L. Porter
State Highway Engineer

At present there are two large projects which have been under negotiation for some time and in which the appraisal and asking figures are close. The projects are:

Molalla State Park
Des Brisay, owner
File 44493
440.0 acres
Review Appraisal $ 234,650
Highest Offer 240,000
Asking 260,000
Asking Above Review 10.8%

Cape Blanco State Park
Joseph Hughes Estate, owner
File 44261
1879.0 acres
Appraisals $893,000 and $870,250; no review at this time.
Asking 848,750 (cash in one lump sum)

My conversation with you March 10 included a possible means to acquire both properties without resorting to partial payments strung out over several years. The suggested plan at that time involved using the statutory limitation on Parks' 1971 fiscal year budget, then after July 1, 1971 reducing Park operating budget items to offset the difference between the 1971 statutory limit and the operating budget.

The amounts for the group of three items (construction, improvements and acquisition) are: The approved budget (statutory limit), $6,993,042, and the working budget from September 1970 through February 1971, $6,328,761. This reduced figure, with minor adjustments in other items, cut the total park budget from $11,819,064 to $11,000,000. As of March 10, Mr. Young's fiscal forecast carries a total park budget amount of $10,000,000. Unless my figures are in error, the park system could not operate the remainder of fiscal 1971 within a $10,000,000 total.

The following projects and files will probably be paid in the amounts shown between March 1 and June 30, 1971. Errors were found in the list used March 10 but are corrected in this summation.

Sunset Bay			
Frank	#43874	$	37,000
Bartels	#43875		7,500
Bartels	#43876		4,000
Harris Beach			
Kershaw	#1784	$	100,000
Clyde Holliday			
Holliday	#44063	$	14,000
Devils Punch Bowl			
Erickson	#43599	$	1,000
Crooked Creek			
U.S.A.	#40770	$	720
Lomax	#40803		400
Champoeg			
Martin	#44374	$	21,350
Silver Falls			
Duerst	#44237	$	1,600
Stuhr	#44238		4,510
Hilgard Junction			
Rogers	#38779	$	14,000
TOTAL		$	206,080

(brought forward)	$ 206,090	
Mr. Skoog's Park Acquisition through February	1,664,356	
Operating Budget FY 1971, "Construction-Buildings"	2,600,000	(total)
Operating Budget FY 1971, "Roadways"	1,400,000	(total)
	$ 5,870,446	
- Operating Budget	6,328,761	
1971 FY Balance	$ 458,315	

I suggest that the Des Brisay tract (File #44493), which constitutes Mollala State Park, be acquired at once on the basis of the $260,000 asking price.

1971 FY Balance	$ 458,315
File #44493	260,000
Cushion to cover construction, acquisition contingencies and overhead	$ 198,315

It is reported that Des Brisay insists on payment being made within 90 days.

The Hughes tract (File #44261) cannot be included even by using the statutory limit of the current budget. There are too many other commitments. We are exploring the possibility of an option with a relatively short life for acceptance but with a specified date of payment after July 1.

The other major commitments which have come as surprises in the past eight months are:

Tryon Creek State Park	$ 2,000,000
Willamette River State Parks	3,500,000
Mount Pisgah	1,500,000
TOTAL	$ 7,000,000

Purchase of the Hughes tract for $848,750 in FY 1972 would reduce the Governor's requested acquisition budget for Fiscal Biennium 1971-1973 from $2,456,085 to $1,607,335. Just how the additional $1,000,000 cut in park budget (down to $10,000,000 for FY 1970) will be distributed into the next biennium remains to be determined. If none of the $1 million is deducted from park acquisition in FY 1971-1973, there remains approximately $5,400,000 of acquisition in projects to which the Commission is apparently committed.

Any clarification of the course the Commission wishes us to take regarding Tryon Creek, Willamette River State Parks, and Mount Pisgah will be appreciated.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:mc

cc Tom Edwards
E. S. Hunter
Victor D. Wolfe
David G. Talbot

RECEIVED
FEB 5 - 1971
FOR FILING

21-3397
7641

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1971

SUBJECT: File 43599
Devils Punch Bowl State Park
Oregon Coast Highway
Lincoln County

To: Mr. Rod Henry
District R/W Supervisor
East Salem Highway Building

The executed easement obtained from Ericksen is on the basis of a material reduction in the area to 0.06 acre as opposed to the previous proposed easement of 0.1 acre. Applying this reduced easement area on an aerial map raises some real doubts as to whether or not the easement will accomplish our purpose in landing a trail on a desirable location at the beach. The Parks Planning Unit will take a look at the trail construction problems on the ground in view of this revised easement.

We will hold this executed easement until such time as they have a chance to reconsider the trail location and possibly make some further recommendations about locating the trail completely off the Ericksen property, or requiring somewhat more ground from Ericksens.

David G. Talbot
State Parks Superintendent

By
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

cc: Mr. D. Moehring

24-3336 Champoeg State Park Section, 1971
N. of Woodburn
#7643 (Landscape improvement)

RECEIVED
JAN 5 - 1972

7643

January 5, 1973

General Insurance Co. of America
Portland Service Office
1300 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On January 2, 1973, we wrote to you concerning release of final payment on Contract No. 7643 awarded to Carl Alleman Wholesale Nursery for landscape improvement in Champoeg State Park in Marion County.

Final payment on this contract is $931.28 and the total contract amount is $9,620.74 including $193.11 for work performed under force account.

Very truly yours,

C. W. Rodd, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Carl Alleman Wholesale Nursery
1280 Clear Lake Road, N.E.
Salem, Oregon 97303

bc C. T. Emory
Walt Hart
V. E. Shong
Attn W. L. Hemmer
J. B. Boyd

RECEIVED
JAN 2 - 1972
FOR FILING

7643

December 28, 1972

TO Oregon State Highway Commission

FROM F. D. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7643 Work Completed June 28, 1972

Project Champoeg State Park

Highway - County Marion

Type of Work Landscape Improvement

Contractor Carl Alleman Wholesale Nursery

Recommended Acceptance Date December 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

#7643

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Champoeg State Park

WEEK ENDING: December 2, 1972

SECTION PREFIX: 24-3336

HIGHWAY: - - -

COUNTY: Marion

NAME OF JOB: Champoeg State Park

KIND OF WORK: Landscape Improvement

CONTRACTOR: Carl Alleman Wholesale Nursery

CONTRACT NUMBER: 7643

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 30, 1971

DATE WORK STARTED: Sept. 30, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 10,733.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 9,795.83

ENGINEERING AUTHORIZATION: $ 937.40

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 105

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 9,795.83

ENGINEERING COST TO DATE: $ 2,005.42

DATE PROJECT WAS COMPLETED: Contract Items completed June 28, 1972

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . None%

PERCENT OF AUTHORIZATION . . . . . . 214 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Curb	Trees	Shrubs	Vines	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			750 Lin.Ft.	100	980	680	
TOTAL QUANTITIES CORRECTED TO DATE			768 Lin. Ft.	103	945	543	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			768 Lin.Ft.	103	945	543	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Cloudy			
TUESDAY	Showers			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Cloudy			
SATURDAY	Showers, Cloudy			

Routing
Keusey K
RECEIVED
Pease E
Bond
Glenn
DEC 4 1972
Walker
Litchfield
Johnson J
CONSTRUCTION SECTION
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Planted 13 Shrubs that were missing from recount.
FRIDAY	
SATURDAY	

REMARKS

Projectcoompleted.

THIS IS THE FINAL REPORT.

SIGNED K.D. Wolfe LOCATION Salem
K.D. Wolfe

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

[illegible]
NOV 24 1971
FORM E-30

FOR FILING
24-3336
7643

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
November 10, 1971

SUBJECT:

To: Mr. J. B. Boyd
Region Engineer
Region 2
DIVISION

On November 4, Skip Spooner and I dropped in at Champoeg State Park to view the progress of the landscape contract presently underway at the overnight camp area. To say the least, it was very disappointing.

In an area where irrigation is not available, it is important that plant materials be in the ground when adequate natural watering is available to remove air pockets from the back-fill around the plants and to encourage new root growth to support normal plant growth during the growing season. From all appearances the contract and work schedule is not proceeding in an orderly fashion. To date, we have received no reports whatsoever in regard to the contract progress. Also, neither Landscape nor we have received notification as to who will be supplying the plant material for the job. This is desirable to ensure plant availability and plant quality as called for in the specifications.

In some areas around the tent type camping units, some adjustment of the planting beds will be necessary to allow adequate space near the hard stand to pitch a tent. The planting beds that were tilled have now grown back with weeds and grass and will require extra work to ensure a relatively clean planting bed.

Most of these items should have been brought to the attention of the contractor and the engineer at the time of the pre-construction meeting. However, for some reason, either a meeting was not held or we were not made aware of it. I think it is important that this planting be completed in time to take advantage of the rainy season. It would also give our people adequate time to prepare for the oncoming camping season without interference and conflicts with the contractor.

Anything you can do to prod this along would be appreciated.

David G. Talbot
State Parks Superintendent

By

Larry Jacobson
Parks Planning Supervisor

LJ:aw

cc: Roy Olson
Warren Gaskill
Ray Leavitt

RECEIVED
NOV 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

[illegible]
SEP 24 1971
FOR FILING

24-3336
1643

September 24, 1971

Carl Allemann Wholesale Nursery
1320 Clear Lake Road, N. E.
Salem, Oregon 97303

Dear Mr. Allemann:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 1643 for landscape
improvement in Champoeg State
Park in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc F. D. Morgan
I. D. Merchant
David Talbot
Arthur Duffy
J. E. Boyd
Roy Olsen

RECEIVED
SEP 14 1971

FOR FILING

24-3336
7643

September 10, 1971

Carl Alleman Wholesale Nursery
1320 Clear Lake Road, N. E.
Salem, Oregon 97303

Gentlemen:

Enclosed are three copies of Contract No. 7643 for landscape improvement in Champoeg State Park in Marion County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

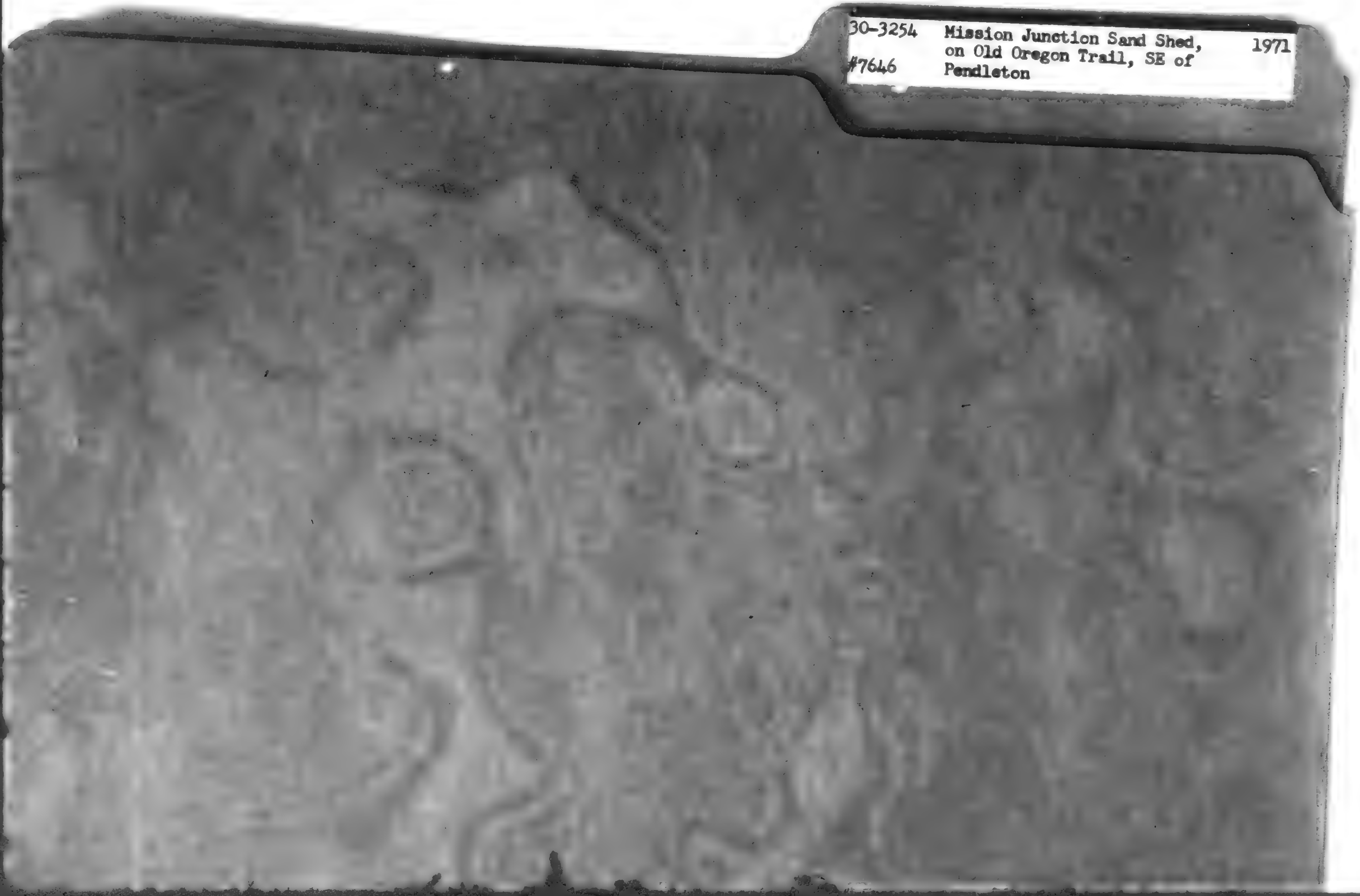
The completion date on this contract is May 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc F. D. Morgan
I. D. Merchant
David Talbot
Arthur Duffy
J. B. Boyd
Ray Olson



30-3254 Mission Junction Sand Shed, 1971
on Old Oregon Trail, SE of
#7646 Pendleton

c

RECEIVED
JUN 2 - 1972
FOR FILING

7646

June 2, 1972

The Aetna Casualty and Surety Company
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $500 will be made to Hough Construction, Inc., on Contract No. 7646 for the Mission Junction Sand Shed on the Old Oregon Trail in Umatilla County as soon as the warrant is prepared.

The total amount paid on this contract will be $33,683.45 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hough Construction, Inc.
Box 196
Milton Freewater, Oregon 97862

C. T. Keasey
Walt Hart
V. E. Skoog
  Attn: John Kerr
W. E. Schwartz

RECEIVED
JUN 16 1972
FOR FILING

7646

#10

May 17, 1972

Hough Construction, Inc.
Box 196
Milton-Freewater, Oregon 97862

Gentlemen:

The State Highway Commission at its meeting on May 16, 1972, granted your request for a 10-calendar day extension of time without assessment of liquidated damages on Contract No. 7646 for the Mission Junction Sand Shed on the Old Oregon Trail in Umatilla County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

bc G. T. Kenney
Walt Hart
V. E. Shoug
W. E. Schwartz
H. H. Van Cleave

FORM E-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 3, 1972

SUBJECT:
Mission Junction Sand Shed
Old Oregon Trail Highway
Umatilla County
Contract No. 7646

To: W. J. Hart
Bridge Engineer

SALEM

Attention R. W. Ellison

We are enclosing five copies of form E-320, Contractors Request for Increase in Number of Workdays to Complete Construction Contract, one copy of the contractor's letter of protest dated February 24, 1972, one copy of a letter from Portland Wire and Iron Works dated October 22, 1971 and referred to in the request, and one copy of the resident engineer's statement relative to this request.

We concur in the resident engineer's recommendation as to the number of days to be allowed. The contract is complete and has overrun the allowable time by ten days. We feel that stop work orders issued by the resident engineer during the inclement weather were adequate consideration for this condition. We do feel, however, that he is entitled to time lost due to State forces working in the area and to time lost due to a drainage problem created by State force work. This totals five days.

Please advise this office if further investigation is required.

Contr. requested 10 days
Res. & region recc. 5 days
Contr. Amt. = $33,940

W. E. Schwartz
Regional Engineer

By

C. O. Fredrickson
C. O. Fredrickson
Regional Bridge Engineer

COF:sh
Attachments

cc Norm Oliva

RECEIVED
APR 5 1972
BRIDGE DIVISION

SP*33475-734

Re: Mission Junction Sand Shed
Old Oregon Trail Highway
Contract No. 7646

Resident Engineer's Consideration Of "Contractor's Protest of Work Day Charges"

Agreed
no time

In the Contractors first protest, he claims that we held him up due to our indecision of armored corner lengths for the four concrete pedestals, however there was no delay on our part due to fabrication of armored corners. These armored corners were on the Project at this time; he was waiting for deliverly of the beam plates which fit on top of the concrete pedestals. The armored corners were delivered to the Project on October 18. I recommend no increase of Calendar Days be given to the Contractor on this protest. On the second protest our diaries indicate that on November 8th State Maintainence Forces started leveling ground and making preparations to pave floor of building. On November 9, State Forces graded and prepared to pave building floor. The Contractor had men working on the 8th, and only one man on the 9th. The State Forces worked on the 10th paving the shed floor. The Contractor worked on building also. I recommend that the Contractor be given 3 Calendar Days on this protest.

ok
5 days

Contractor states on the last request that rained 1.35 inches on the 26th of November. A lake was formed around the Sand Shed due to State Maintainence Forces not providing proper drainage when they constructed the building site. The Contractor did not work the week of November 21 thru November 27th. He was waiting for timber posts to be delivered to the project.

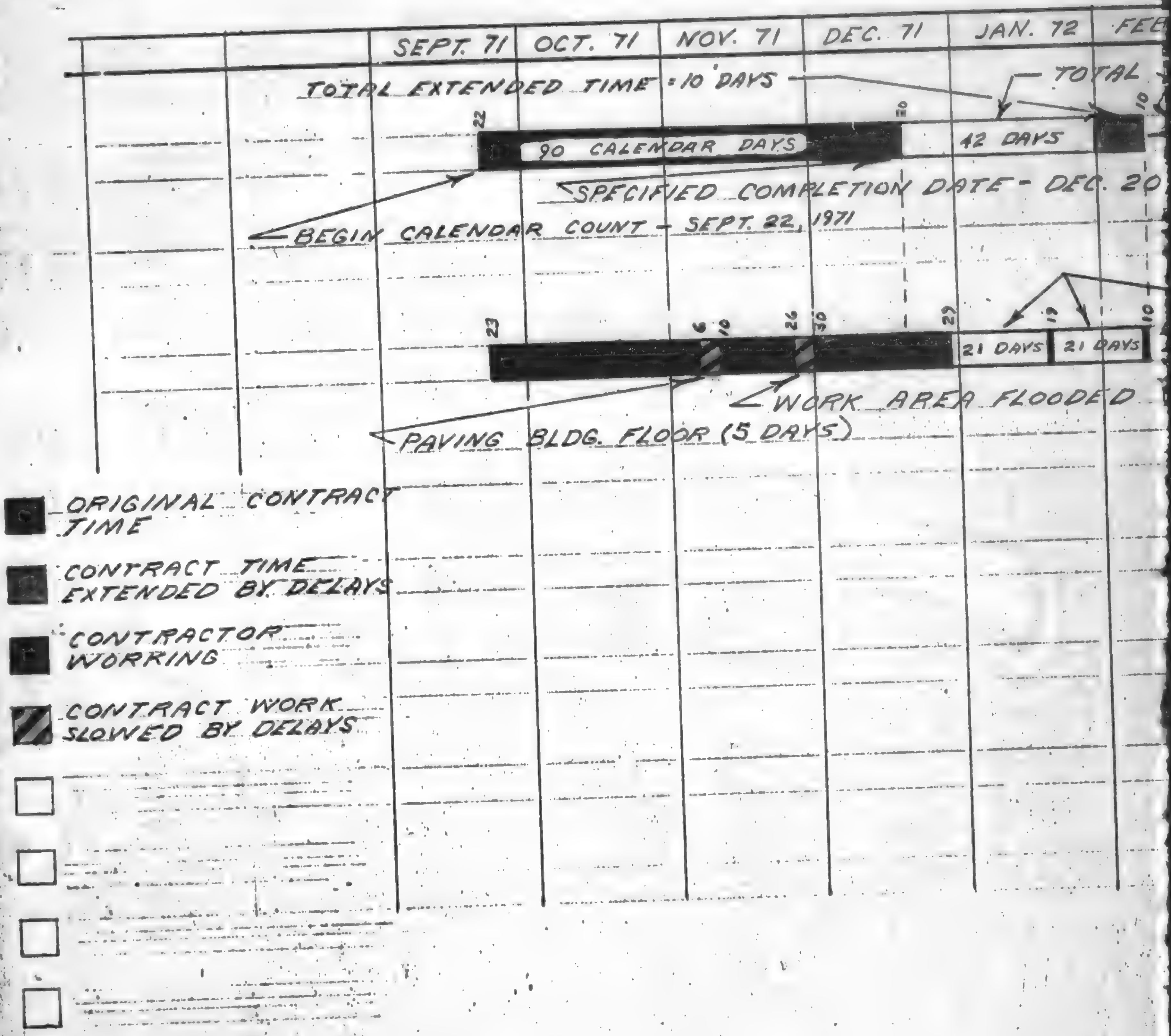
On November 29th, the timber posts did arrive on the project. They worked on removing plywood and lumber from the lake and also installed rafters on this date. State Maintainence Forces drained area on the 29th. Contractor spent some time on the 30th removing lumber from the lake and worked on Sand Shed also. I recommend giving the contractor two Calendars Days on this protest due to the State not adequetly preparing the site for proper drainage and that the contractor spent 2 days recovering material from the lake. No recommendations for the 26th thru 28, because the contractor made no effort to work that week. ✓

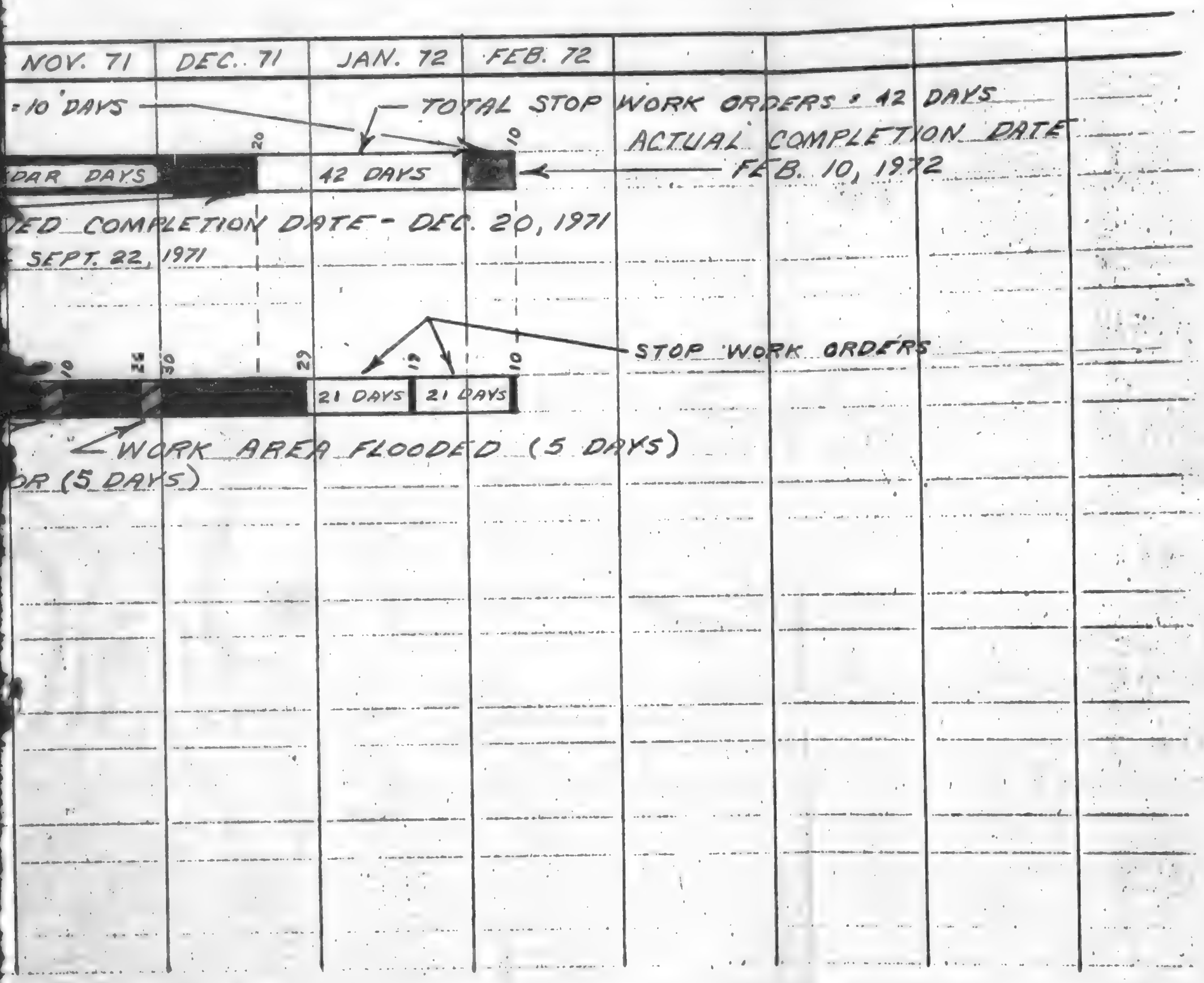
Grant
5 days

I make a total recommendation of only 5 Calendar Days to be given the contractor.

Norman L. Oliva
Norman L. Oliva
Resident Bridge Engineer

cc: File


SEPT. 71
OCT. 71
NOV. 71
DEC. 71
JAN. 72
FEB
TOTAL EXTENDED TIME = 10 DAYS
TOTAL
22
20
10
90 CALENDAR DAYS
42 DAYS
SPECIFIED COMPLETION DATE - DEC. 20
BEGIN CALENDAR COUNT - SEPT. 22, 1971
23
6
10
26
30
29
19
10
21 DAYS
21 DAYS
WORK AREA FLOODED
PAVING BLDG. FLOOR (5 DAYS)
ORIGINAL CONTRACT TIME
CONTRACT TIME EXTENDED BY DELAYS
CONTRACTOR WORKING
CONTRACT WORK SLOWED BY DELAYS



MISSION JUNCTION SAND SHED
CONTRACT No. 7646

RECEIVED
MAY 11 1972
FOR FILING

7646

May 11, 1972

The Aetna Casualty and Surety Co.
1200 S. W. 12th
Portland, Oregon 97205

Gentlemen:

On April 6, 1972, we wrote to you concerning release of final payment on Contract No. 7646 awarded to Hough Construction, Inc., for building the Mission Junction Sand Shed on the Old Oregon Trail in Umatilla County.

Final payment on this contract is $500 and the total contract amount is $33,183.45. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Hough Construction, Inc.
Box 196
Milton Freewater, Oregon 97862

G. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Kerr
W. E. Schwartz

RECEIVED
MAY 10 1972
FOR FILING

7646

DATE May 10, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Request for Extension of Time
No. 10
May 16, 1972 Meeting

Hough Construction, Inc., contractor for the construction of the Mission Junction Sand Shed in Umatilla County, Contract 7646, has requested that he be granted an additional ten calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites late delivery of miscellaneous metal items, inclement weather, flooding of his work area, and grading and paving by State forces on the building floor as reasons for his failure to complete the work on time.

The contract was awarded August 30, 1971, and allotted 90 calendar days to complete the work. This forecast a completion date of December 20, 1971. Two stop work orders were in effect during winter months because of hazardous working conditions, for a total of 42 days. The work was completed February 10, 1972, with 100 calendar days charged, which is an excess of ten days.

The late delivery of miscellaneous metal items is not a delay that can be attributable to the State. Inclement weather is not a valid reason for an extension of time, but a drainage problem created by State forces accounts for a five-day delay. Grading and paving by State forces also delayed the project five days.

I recommend that the contractor be granted a 10-day extension of contract time, which waives all liquidated damages. This is a state project and does not require the concurrence of the Federal Highway Administration. This matter will be on the agenda for your consideration at the May 16 meeting.

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
C. T. Keasey
V. E. Skoog
W. E. Schwartz
L. H. Young
Gary Ross
Gary Sund

RJW:ag ms

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date February 15, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 100 days, within which to complete our Contract No. 7646, without the assessment of liquidated damages. The said contract is described as follows:

Mission Junction Sand Shed.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

We waited nine days, Oct. 20th thru Oct. 28th, inclusive, for delivery of the fabricated metal from Portland Wire & Iron Works. This company sent us a letter(letter now on file with Project Engineer at Pendleton) explaining the delay.

We waited three working days, Nov. 9,10,&11, for the Highway Road Crew to grade and black-top the shed area, after the concrete pedestals were poured and before we began the framing.

Respectfully submitted,

Hough Construction, Inc
Contractor

By Emerson B Hough, Pres.

CONSENT OF SURETY

Date February 15, 1972

We, The Aetna Casualty and Surety Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James H. Lyford
Attorney-in-fact
James H. Lyford

(SEAL)

Roger Seaquist
Resident Agent
Seaquist Insurance, Inc.

RECEIVED
APR 5 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7646 Contractor Hough Construction Company

Highway Old Oregon Trail Highway

Section Mission Junction Sand Shed

Kind of Work Sand Shed Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

~~DENIED, 10 Days.~~

~~GRANTED, 5 days, see attached letter~~

~~Grant one days for state delay of fabrication of miscellaneous~~
Grant 5 ~~metal; three~~ days for delay by state forces in grading and paving building floor, and five days drainage problem created by state. Grant total of ten days.

Recommended for Approval:

C. O. Fredrickson
Regional Br. Engineer ~~District Engineer~~

Walter J Hunt
Construction Engineer or Bridge Engineer

A E Johnson
Asst. State Highway Engineer

State Printing [illegible]

Contract No. 7646
Project designation State
State-Federal
Date awarded 8/30/71
Work started 9/23/71
Per cent completed 100% 2/11/72
Date
No. of ~~Workdays~~ Calendar days Allowed 90
No. of ~~Workdays~~ Calendar days Used 100
No. of Added ~~Workdays~~ Calendar days Requested 10

RECEIVED
APR 6 - 1972

FOR FIL

7646

DATE April 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7646 Work Completed February 10, 1972

Project Mission Junction Sand Shed

Highway Old Oregon Trail County Umatilla

Type of Work Building

Contractor Hough Construction, Inc.

Recommended acceptance date April 5, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 16, 1972 for your formal concurrence.

VG:

cc: Floyd Query
F. B. Klaboe
A. E. Johnsen
L. H. Young
C. T. Keasey
W. J. Hart

7646

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mission Junction Sand Shed

WEEK ENDING: March 11, 1972

SECTION PREFIX: 30-3254

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: Mission Junction Sand Shed

KIND OF WORK: Building Construction

CONTRACTOR: Hough Construction, Inc.

CONTRACT NUMBER: 7646

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: August 30, 1971

DATE WORK STARTED: September 23, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 90

CALENDAR DAYS USED: 100

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 111

PROJECT AUTHORIZATION: $ 39,433.80

EXCLUSIVE OF ENGINEERING: $ 35,989.80

ENGINEERING AUTHORIZATION: $ 3,444.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This Week 0.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ *

ENGINEERING COST TO DATE: $ ~~3,068.69~~

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: February 11, 1972

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 89 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Kessey
Bond
Walker
Johnson
Pease E
Glenn
Litchfield
Bond

RECEIVED
MAR 15 1972
CONSTRUCTION SECTION

RECEIVED
MAR 13 1972
BRIDGE DIVISON

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Contractor has completed all work on this project.

Final inspection was made on 2-29-72, by C. O. Fredrickson, in company with Norman L. Oliva Res. Br. Engr. and Emerson Hough, Contractor, and Project has been accepted.

Semi-Final will be submitted approx. March 23, 1972.

SIGNED Norman L. Oliva Res. Br. Engr. LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

SEP 22 1971

30-3254
7646

September 21, 1971

Hough Construction, Inc.
Box 196
Milton Freewater, Oregon 97862

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7646 for the**
> **Mission Junction Sand Shed**
> **of the Old Oregon Trail in**
> **Umatilla County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

bc F. D. Morgan
L. D. Merchant
H. M. Van Cleave
H. S. Coulter

RECEIVED
SEP 10 1971

FOR FILING

30-3254
7646

September 10, 1971

Hough Construction, Inc.
Box 196
Milton Freewater, Oregon 97862

Gentlemen:

Enclosed are three copies of Contract No. 7646 for the Mission Junction Sand Shed on the Old Oregon Trail in Umatilla County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 22, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.
cc Frank Morgan
I. D. Merchant
K. S. Coulter
H. N. Van Cleave

RECEIVED
AUG 16 1971
FOR FILING

3043254
7646

Salem, Oregon
August 11, 1971

Sand Shed Construction

I. D. Merchant
Bridge Engineer

BUILDING

The 1971-73 program for sand shed construction has been revised to accommodate a relocation of the Mission and Ladd Canyon Sand Sheds caused by I-80N construction.

The revised program contemplates no further construction this fiscal year, with the following sheds scheduled for 1972-73:

Location	1972-73 Proposal	Cost
Santiam Junction	Extend Existing Shed	$50,000
Warm Springs Maintenance Station	Extend Existing Shed	22,000
		$72,000

By a copy of this letter I am requesting that the Maintenance Engineer supply you with the necessary vicinity maps by October 1, 1971. This will allow you ample time to design the sheds and put them on the June 1972 letting.

E. S. Hunter
Assistant State Highway Engineer

ESH:mc
cc Tom Edwards
A. E. Johnson
R. N. Bothman

FORM 8-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1971

SUBJECT: Sand Shed Construction 1971-73

To:

E. S. Hunter
Asst. State Highway Engineer

Building

The following sand shed construction was requested in the 1971-73 biennium:

Location	1971-73 Proposal	Cost
Santiam Highway	Extend existing shed at Santiam Junction	$ 50,000
Warm Springs Highway	Extend existing shed at Wapanitia Junction	22,000
Willamette Highway	Construct shed	43,000
Various Highways	Grade & level sites, install fencing & illuminate	17,000
		$132,000

Construction of I-80N has caused removal of the Mission Sand Shed and Ladd Canyon Shed. In addition, Federal participation for reconstruction will not cover the entire cost of replacement. It will be necessary to utilize State Funds to match Federal Funds for replacement of these two sand sheds which are considered essential.

Therefore, the following sand sheds are proposed for construction during the 1971-73 biennium utilizing available funds:

Location	1971-72 Proposal		Cost
I-80N (vic.Pendleton)	Mission Sand Shed		$ 21,000
		Fed.Funds	17,750
			38,750
I-80N (vic.LaGrande)	Ladd Canyon Sand Shed		22,000
		Fed.Funds	18,110
			40,110
Various Highways	Grade & level sites, install fences and illuminate		17,000
			$ 60,000

NOTED
E. S. HUNTER

SP*32475-734

Location	1972-73 Proposal	Cost
Santiam Highway	Extend existing shed	$ 50,000
Warm Springs Highway	Extend existing shed	22,000
		$ 72,000

1971-73 Total $132,000

Robert N Bothman

Robert N. Bothman
Maintenance Engineer

RNB:mp

RECEIVED
JUL 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1971
FOR FILING

30-3254
7646

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1971

SUBJECT: Mission Sand Shed
Mission Interchange
Old Oregon Trail

To:

Frank Hall
Design Engineer

Building

Attached is a sketch showing the property necessary for the construction of a replacement sand shed at Mission Interchange.

I believe that all the information necessary to prepare this description is in your files, as it is an extension of a purchase made for highway right of way.

The description for the roadway parcel should be in fee.

Robert N. Bothman
Maintenance Engineer

By

ORIGINAL SIGNED BY J. B. BOYD

Jay B. Boyd
Maintenance Services Engineer

JBB:mp

Attachment

cc: E. S. Hunter
H. S. Coulter

RECEIVED
JUN 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

34-1129 Tualatin Valley Hwy.-Farmington 1971
Hwy. (Beaverton) Sec., of Cedar St.
#7647 (Traffic signal install.)

C&A 4108 11-27-70

RR 716 11-26-71

5

RECEIVED
SEP 27 1972
FOR FILING

7647

September 26, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On September 13, 1972, we wrote to you concerning release of final payment on Contract No. 7647 awarded to Graham Electric Company for traffic signal installation on the Tualatin Valley Highway-Farmington Highway in Beaverton in Washington County.

Final payment on this contract is $828.73 and the total contract amount is $17,073.63 including $488.63 for work performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Graham Electric Company
311 N.W. Broadway
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn W. L. Mesner
L. W. Rulien

S

RECEIVED
[illegible]
FOR FILE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7647

DATE September 15, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7647 , Work Completed May 23, 1972

Project Tualatin Valley Highway-Farmington Hwy. (Beaverton)

Highway T. V. and Farmington County Washington

Type of Work Traffic Signal Installation

Contractor Graham Electric Co.

Recommended Acceptance Date September 14, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission Meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7647 S

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tualatin Valley Highway & Farmington Road (Beaverton)

WEEK ENDING: August 12, 1972

SECTION PREFIX: 34-1129

HIGHWAY: T. V. & Farmington

COUNTY: Washington

NAME OF JOB: Tualatin-Farmington

KIND OF WORK: Traffic Signals

CONTRACTOR: Graham Electric

CONTRACT NUMBER: 7647

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 22, 1971

DATE WORK STARTED: November 22, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 233

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 109

PROJECT AUTHORIZATION: $ 33,152.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 31,430.00

ENGINEERING AUTHORIZATION: $ 1,722.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,430.00

ENGINEERING COST TO DATE: $ 1,315.35

DATE PROJECT WAS COMPLETED: May 23, 1972

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

PERCENT OF AUTHORIZATION 78 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Fair	0		
MONDAY 7	Fair	0		
TUESDAY 8	Fair	0		
WEDNESDAY 9	Fair	0		
THURSDAY 10	Fair	0		
FRIDAY 11	Fair	0		
SATURDAY 12	Fair	0		

RECEIVED
AUG 15 1972
CONSTRUCTION SECTION

[illegible]
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
AUG 14 1972
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No actvity this week.
MONDAY 7	
TUESDAY 8	
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

Status: 13-day extension of time granted
Final inspection complete.

CC: Bridge 2
Traffic
File
Region

SIGNED Howard R. Harris LOCATION Portland

Howard R. Harris

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

RECEIVED
JUL [illegible] 1972

FOR FILING
7647

July 25, 1972

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97220

Gentlemen:

The State Highway Division has considered your request for an additional 42 days to complete Contract 7647 for work on the Tualatin Valley Highway-Farmington Highway (Beaverton) traffic signal installation in Washington County.

The State Highway Division, after considering the facts pertaining to your request, has granted you a 13-day extension of time without assessment of liquidated damages, the 13 days being the actual overrun in contract time.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

JD:dh jf

bc:
Floyd Query
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Skoog
L. W. Rulien
Howard Harris

RECEIVED
JUL 25 1972

FOR FILING

7647

July 25, 1972

TO Oregon State Highway Commission

FROM

Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7647
Tualatin Valley Hwy.-Farmington Hwy. (Beaverton) Section

Graham Electric Co., contractor for a traffic signal installation on the subject section in Washington County, Contract 7647, has requested an additional 42 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites a delay in the delivery of a controller necessary for the installation as his reason for failure to complete the work in the time allotted. Although delay in the delivery of material is not considered grounds for an extension of time, there are other circumstances which did delay completion of the project beyond the allotted time.

The contract was awarded September 22, 1971, with a 220-calendar-day count beginning October 4, projecting a completion date of May 10, 1972. Actual completion day was May 23, 1972, with 233 calendar days used, which is an overrun of 13 days.

This project included work on and around Southern Pacific Transportation Company's right of way. Access to the right of way was not granted to the contractor until the signing of an easement by the City of Beaverton on November 8, 1971, and the contractor's insurance for this work was not approved by the Southern Pacific Transportation Company until December 9, 1972. The contractor was, therefore, denied full access to the project from October 4, 1971, until December 9, 1971, a period of 66 calendar days. Since there was other work off the railroad right of way, the contractor commenced work on November 22, 1971, and work was in progress when full access was gained on December 9.

Near the completion of the project, it was determined that a revision to a terminal cabinet was required and Extra Work Order No. 2 was initiated to accomplish this revision. This Extra Work Order was not approved until May 15, 1972, five days after the original projected completion date for the project and work on this order was completed along with the installation of the delayed controller on May 23, 1972.

On the basis of the above delays, I have granted the contractor a 13-day extension of time without assessment of liquidated damages in accordance with authority given me by you.

This is a State project and concurrence of the Federal Highway Administration is not required. This matter will be on the agenda for your concurrence at the August 8 meeting.

JD:dh jf

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7647 Contractor Graham Electric Co.

Highway Tualatin Valley Hwy - Farmington Hwy. (Beaverton)

Section Tualatin Valley & Farmington

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant 13 days for delays associated with Extra Work Order No. 2 and insurance approval by the Southern Pacific Transportation Co. for access to railroad right of way.

Recommended for Approval:

Division Engineer

Walter J. Hart
Construction Engineer or Bridge Engineer

F B Klaboe
State Highway Engineer

Contract No. 7647

Project designation State
State-Federal

Date awarded September 22, 1971

Work started November 22, 1971

Per cent completed 100% May 23, 1972
Date

No. of ~~Workdays~~ Calender Day Allowed 220

No. of ~~Workdays~~ Calender Day Used 233

No. of Added Workdays Requested ~~xxx~~ 13

State Printing 27060

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 10, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 0 days to 42 days, within which to complete our Contract No. 7647, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached letter from Econolite, the Controller manufacturer.

Respectfully submitted,

Graham Electric Co.
Contractor

By Dan C. Schierman
Dan C. Schierman

CONSENT OF SURETY

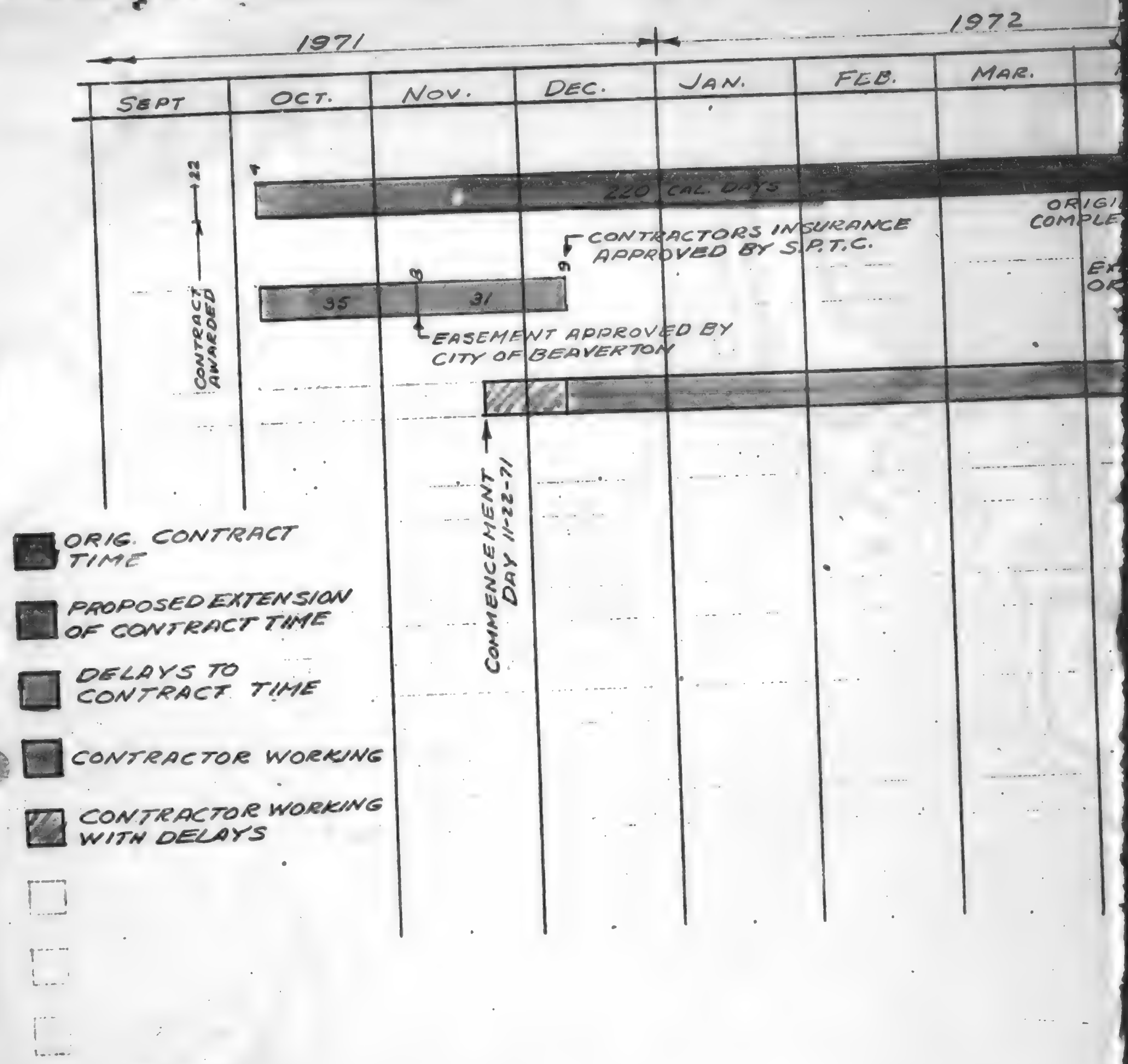
Date May 10, 1972

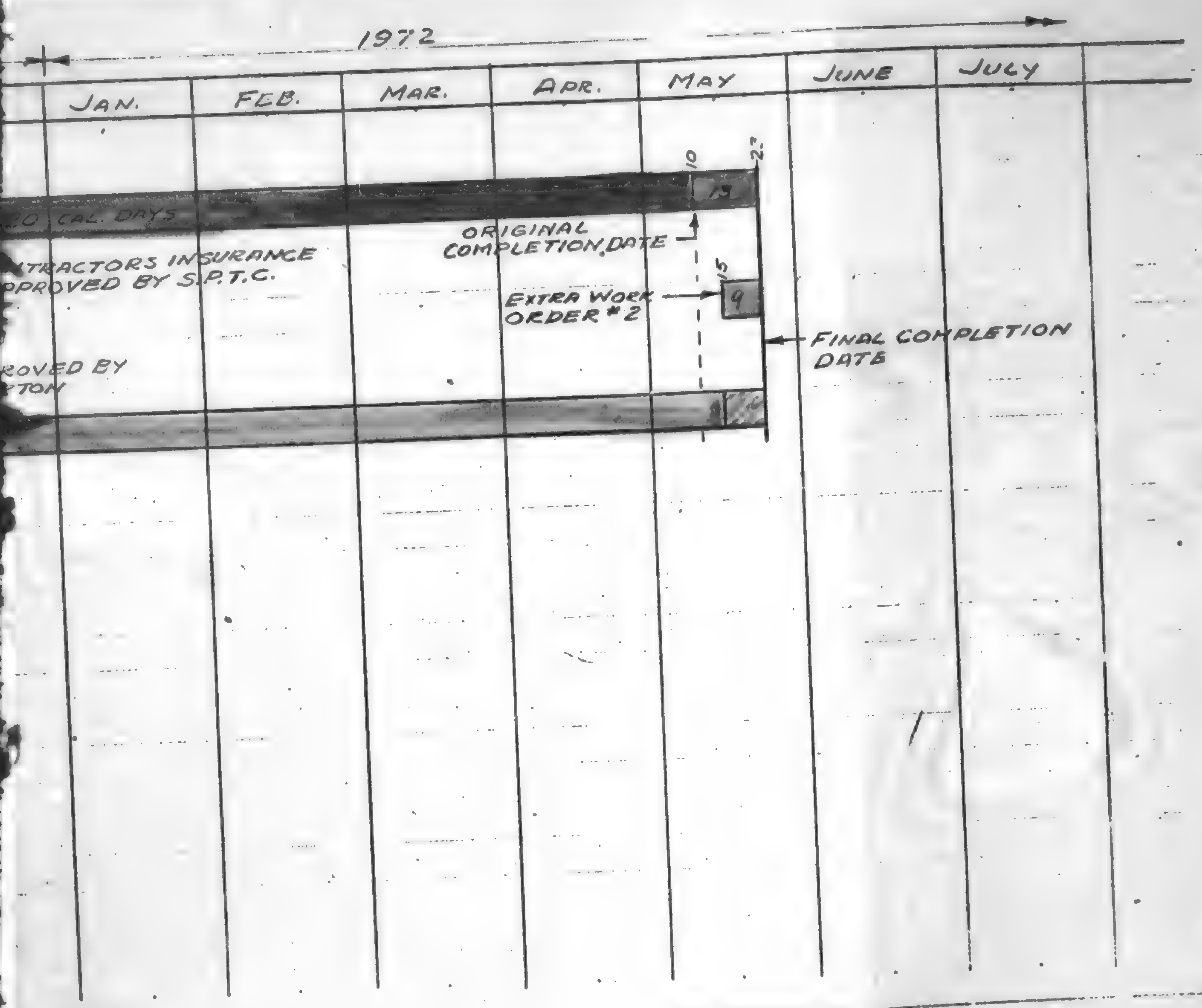
We, GENERAL INSURANCE COMPANY OF AMERICA, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
Attorney-in-fact
M. Mowrey

(SEAL)

Jack C. Burnett
Resident Agent
Jack C. Burnett


1971
1972
SEPT
OCT.
NOV.
DEC.
JAN.
FEB.
MAR.
22
CONTRACT AWARDED
220 CAL. DAYS
ORIGI
COMPLE
CONTRACTORS INSURANCE APPROVED BY S.P.T.C.
9
8
35
31
EASEMENT APPROVED BY CITY OF BEAVERTON
EX
OR
COMMENCEMENT DAY 11-22-71
ORIG. CONTRACT TIME
PROPOSED EXTENSION OF CONTRACT TIME
DELAYS TO CONTRACT TIME
CONTRACTOR WORKING
CONTRACTOR WORKING WITH DELAYS



Tualatin Vy. Hwy.-Farmington Hwy.
(Beaverton) ~ Traff. Sig. Install.
Contract 7647

AEJ

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: July 5, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM:
A. C. Harwood
Regional Construction Engineer

State Project

SUBJECT: Tualatin Valley Highway-
Farmington Highway (Beaverton)
Traffic Signal Installation
Contract No. 7647

Enclosed find a request for an increase in time in which to complete work on the subject project without assessment of liquidated damages. Bids on the subject project were opened August 21, 1971; the contractor was advised August 31 that he was the low bidder, but the award would be delayed pending the deposit by the City of Beaverton. Notification of award and transmittal of the contract documents to the contractor was made September 22.

Submittals for the equipment was transmitted from Resident Engineer Nelson to Salem, October 12. Fully executed copy of the contract was returned to the contractor October 26. Permission to work on railroad right of way was apparently delayed to sometime after November 2, pending signing of an easement by the City of Beaverton.

In April a revision calling for the addition of a terminal cabinet for Pole No. 5 was made. Method of accomplishing this work and approval was not obtained until sometime in May. The extra work, along with installation of the controller was completed May 23.

I am sure the governing factor of completion of the project was delivery of the controller, however, considering the delay in award of the contract, delays in clearance to work on railroad property and the late date of the plan revision, I concur with Harris recommendation that the 13 calendar days needed to eliminate liquidated damages be granted.

ACH/bd
enc
cc:H. R. Harris

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 29, 1972

SUBJECT: Tualatin Valley Highway -
Farmington Highway (Beaverton)
Washington County
Contract No. 7647

To: L. W. Rulien
Regional Engineer
Portland, Oregon

Attached are five copies of a request for time extension of 42 workdays.

Contract was awarded to Graham Electric Co. Sept. 22, 1971. Work started November 22, 1971 and was completed May 23, 1972. Time limit for project was 220 calender days. Work was completed in 233 calender days wich over ran 13 calender days.

Due to work being performed under Extra Work Order No. 2, which was completed May 23, 1972 along with installation of controller, it is recommended that a time extension of 13 calender days be granted and no liquidated damages assessed.

Howard R. Harris
Res. Br. Eng.

file

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
JUN 30 1972
☐ TE ☐ UE ☐ DES ☐ [illegible]

ECONOLITE
Solving Tomorrow's Traffic Problems...Today

April 24, 1972

Rcd 5/3/72

Graham Electric Co.
311 N.W. Broadway
Portland, Oregon 97209

Gentlemen:

Reference: Your P.O. 9257, Our S.O. 5422-10, OSHD: Tualatin Valley - Farmington Highway (Beaverton)

We have been advised by our Production Control Department that there has been a delay in the delivery of the two fixed time controllers with fire preemptors for this project. This delay was caused primarily by a shortage of component parts which was entirely beyond the control of Econolite.

We have taken every action possible to rectify the component shortage problem and to expedite the necessary components from our vendor.

The shipping date from our plant for the aforementioned equipment should be no later than June 14, 1972. You can be sure all work pertaining to this order is being expedited to ensure delivery in the shortest possible time.

Very truly yours,

ECONOLITE
A Division of Tamar Electronics, Inc.

Elmer T. Nelson

Elmer T. Nelson
Vice President, Marketing

ETN/kb

cc: Ed Gossack

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

RECEIVED
JUL 11 1972
FOR FILING

Claim 4686

FILED
JUN 26 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

7647

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 23, 1972

Portland Bolt Manufacturing Company
930 N. W. 14th Avenue
Portland, Oregon 97209

NOTED ON CARD
6-27-72 RL

Attention: C. M. Llewellyn
Vice President

Gentlemen:

This is to acknowledge receipt of your letter of June 20 advising us that Richolyn Enterprises (subcontractor) owes you for materials in the amount of $168.68.

This appears to be in reference to the Graham Electric Company Contract No. 7647 for traffic signal installation on the Tualatin Valley Highway at the Farmington Highway in Beaverton, Washington County.

The General Insurance Company of America, Portland Service Office, 1500 S. W. First, Portland, Oregon 97201 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

RECEIVED
JUN 27 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:kl

cc General Insurance Co. of America
Graham Electric Company

Hon. Clay Myers - Please acknowledge receipt of attached ✓
claim on the enclosed copy of this letter.

Cc

NOTED
C. W. HEAD

Portland Bolt & Manufacturing Co.

930 N. W. 14th Ave.
Portland, Oregon 97209
Phone: 227-5488

June 20, 1972

To: Oregon State Highway Commission
State Highway Bldg
Salem, Oregon

Notice is hereby given That the undersigned, Portland Bolt & Manufacturing Co., has claim for materials furnished (anchor rod assemblies, nuts, & washers) By Portland Bolt & Manufacturing Co to Richolyn Enterprises, Salem, Oregon , a sub-contractor, in the amount of One hundred sixty eight dollars and sixty eight cents (168.68) against the bond taken from Graham Electric Co., 311 NW Broadway, Portland, Oregon , as principal and General Insurance Co of America, Portland Service Center, 1500 SW First Ave., Portland, Oregon, as surety for the work of

State of Oregon Highway Contract
# 7647

PORTLAND BOLT & MANUFACTURING CO

C H Llewellyn

By: C.H. Llewellyn
Vice President

930 NW 14th Ave
Portland 97209

SUBSCRIBED AND SWORN TO BEFORE ME

THIS 21st DAY OF

June, 1972

G. M. Wilkinson

NOTARY PUBLIC FOR OREGON
My Commission Expires April 28, 1973

RECEIVED
JUN 22 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD QUERY

NOTED
C. W. HEAD

HOT DIP GALVANIZING • BOLTS • NUTS • WASHERS • BRIDGE • RODS • BUILDERS IRON WORK

RECEIVED
APR 19 1972
FOR FILING

7647

DATE April 18,1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Overrun in the Project Authorization
Contract 7647

An overrun in the Project Authorization for the Tualatin Valley Highway-Farmington Highway (Beaverton) Section of the Tualatin Valley and Farmington Highways project is apparent. This is a traffic signal installation project under contract to Graham Electric Company.

The original Project Authorization was $19,722.63, and it now appears that the final cost will be $33,150.00, an increase of 68%.

Per our agreement with the Southern Pacific Transportation Company, the cost of installing railroad signal arms on this project by railroad forces is to be shared equally between the State and the Company. Funds for the State's share (approximately $13,600) were not included in the original Project Authorization and the addition of this cost to the project is the cause of the overrun.

This matter will be on the agenda for your consideration at the May 16 meeting and I recommend that you approve the increase.

KWE:ag cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
v V. E. Skoog
L. W. Rulien
L. H. Young
Gary Ross
Gary Sund

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

April 10, 1972
Salem, Oregon

SUBJECT:

To:

A. E. Johnson
Assistant State Highway Engineer
BUILDING

Tualatin Valley Hwy. to Beaverton
Hwy. (Beaverton) Section
Tualatin Valley and Farmington Hwys.
Traffic Signal Installation
Contract 7647

Enclosed is a report of expected overrun of Project Authorization for the subject project.

The contract for this project was awarded in September, 1971. The total construction authorization was $19,722.63 and included $300.00 for railroad protection costs.

In November, 1971, the Railroad Agreement covering our responsibilities with regard to the railroad crossing was signed. This agreement requires that we pay 50% of the cost of installing railroad signal arms. Our share amounts to approximately $13,600.

Our normal procedure is to reimburse the railroad for our share by writing a State Force Order against the contract. In this case sufficient funds for our share of the railroad signal arms was not included as an additional anticipated item in the original construction authorization. The writing of a State Force Order in accord with our usual procedure adds $13,600 to a $19,700 project and overruns the construction authorization by a considerable amount.

Your signature on the attached form is requested.

Walter J. Hart

Walter J. Hart
Bridge Engineer

RWE/ag
Attach.

RECEIVED
APR 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 5, 1972

SUBJECT: Tualatin Valley Highway -
Farmington Highway
Cedar Hills Blvd.
Traffic Signal Installation
Contract No. 7647

To: Mr. W. J. Hart
Bridge Engineer
Salem

Enclosed find a report of Expected Overrun of Project Authorization for the subject project. The overrun is the result of the State's share of railroad crossing gates being charged against this project.

The contract for this project was awarded in September and the railroad agreement spelling out our responsibilities with regard to the crossing arms was not signed until November, 1971. Funds were therefore not provided in the project authorization.

L. W. Rulien
Regional Engineer

by Allan Harwood
A. C. Harwood
Regional
Construction Engineer

ACH/bd
enc
cc: H. R. Harris

RECEIVED
APR 5 1972
BRIDGE DIVISION

SP*52478-724

FORM E-90 50M 10-68 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 3, 1972

SUBJECT: Tualatin Valley Hwy-Farmington
Hwy (Beaverton)
Washington County
Contract No. 7647

To: L. W. Rulien
Regional Engineer
Portland, Oregon

Attached are five copies of Expected Overrun of Project Authorization.

The overrun is caused by estimated Railroad bill for $13,630 covering 50% of cost for installation of signals and arms at Cedar Street Crossing FD-755.9 as per State-Railroad agreement.

Howard R. Harris
Resident Bridge Engineer

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
APR 4 1972
☐ TE ☐ UE ☐ DES ☐ SEC

Form [illegible] (Rev. 10-[illegible])

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Tualatin Valley Hwy-Farmington Hwy (Beaverton) Date April 3, 1972

Highway Tualatin Valley and Farmington Contract No. 7647

County Washington Kind of Work Traffic Signal Install. Contractor Graham Electric Co.

	Authorized	Estimated
Contract Amount	$16,575.00	$16,575.00
Anticipated Items	650.00	650.00
Contingency (4½%)	775.13	14,205.00
Engineering	1,722.50	1,722.50
Credits	-0-	-0-
PROJECT COST	19,722.63	33,152.50
NET INCREASE $		13,429.87

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
SFO 3 State's share of R.R. Signal Arms (U)	$13,630	+$13,630
SFO 2 Revise signs to accomodate poles (U)	75	+ 75
Additional signs and striping (U)	500	+ 500

Principal reasons for overruns (Continue on reverse side): State-Railroad agreement requires state to pay 50% of arms and signals at railroad crossing.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Howard R. Harris Resident Engineer

Confirmed by Division Engineer

Noted by Walter [illegible] or Bridge Engineer

Noted by Deputy or State Highway Engineer

RECEIVED

FOR FILING

34-1129

A. W. KILBORN
SUPERINTENDENT

C. T. BABERS
ASSISTANT SUPERINTENDENT 7647

J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

GMO 764.36
0-0-71-14

January 19, 1972

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
JAN 20 1972
CONSTRUCTION DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to installation of automatic gates and traffic signal installation at Tualatin Valley Highway-Farmington Highway, Cedar Street crossing FD 755.9, Beaverton.

This is to advise that crossing gates were placed in service at this crossing on January 18, 1972.

Yours truly,

AW Kilborn

cc: Mr. Laurence R. Sprecher
City Manager
City of Beaverton
4950 S.W. Hall Blvd.
Beaverton, Oregon 97005

Mr. Don A. Haakenson
Supervisor Transportation Services
Public Utility Commissioner
Salem, Oregon 97310

Attention: Mr. Lon Topaz
Transportation Specialist

COPIES TO:
FB KLABOE
RL SCHROEDER
LE GEORGE
HS COX
JL SOLLIS
LW RULIEN
AD NIELSON
RH RUMBOLZ

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED
R. L. SCHROEDER

files

RECEIVED
JAN 7 - 1972
FORM 2-30 (REV. 10-69)
FOR FILING

34-1129
7647

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 26, 1971

SUBJECT: Signalization Agreement
Cedar Street Grade Crossing No. FD-755.9
Southern Pacific Transportation Company
Tualatin Valley Highway-Farmington Highway (Beaverton) Section
Washington County
Contract No. 7647

RAILROAD COMPANIES
FILE No. 716

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

Attached you will find the State's original fully executed counterpart of the subject agreement.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
F. B. Crandall w/copy of agreement
V. E. Skoog "
E. F. Saling "
J. L. Sollis "
L. W. Rulien "
A. D. Nelson "
R. H. Rumbolz

Note to A. D. Nelson: Please forward this to District Engineer when project is completed.

Fran ✓

12-7-71
noted in agreement book
fr

NOTED
FLOYD QUERY

SP*52475-724

RECEIVED
SEP 23 1971

FOR FILE 3

34-1129
7647

September 22, 1971

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on August 30, 1971 accepted your proposal for a traffic signal installation on the Tualatin Valley Highway-Farmington Highway Section in the City of Beaverton of the Tualatin Valley and Farmington Highways in Washington County and referred it to the State Highway Engineer with authority to award the contract as soon as the City of Beaverton approves the project and deposits $10,000.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7647.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 4, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. D. Morgan
I. D. Merchant
Arvey Nelson
L. W. Rulien
William Geibel (SAIF)

H

RECEIVED
AUG 27 1971
FOR FILING

34-1129
7647

7647

August 27, 1971

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the September 7 meeting an agreement with the Southern Pacific Transportation Company which will provide for the installation of crossing gates at the Cedar Street grade crossing on the Tualatin Valley Highway-Farmington Highway Section in Beaverton. The State is to revise and update the signalization of the intersections on Cedar Street with Farmington Road and the Tualatin Valley Highway. Bids for this work were opened on August 26, 1971.

This grade crossing lies between these two intersections and in order for the signals to function properly, they must be interconnected with modern signalization at the railroad crossing.

This agreement provides for the Railroad to remove the existing wigwag signal and install crossing gates so that they may be interconnected with the proposed signalization of the intersections. The State and Railroad are to share the cost of the crossing gates on a 50-50 basis. The total cost is estimated to be $27,260; the State's share is $13,630. The Railroad will maintain the crossing gates at Railroad expense and the State is to maintain the underground electrical circuits which interconnect the railroad and highway signals at State expense.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
F. D. Morgan (Attn: T. W. Litchfield)
V. E. Skoog
L. H. Young
L. W. Rulien

(Construction) fn

RECEIVED
JAN 4 1971

FOR FILING
34-1129
7647

45

11-24-70

November 27, 1970

City of Beaverton
City Hall
Beaverton, Oregon 97005

MISC. CONTRACTS and
AGREEMENTS No. 4108

Attention: Joseph F. Jackson
Assistant Director of Public Works

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals and interconnection with adjacent railroad crossing at the intersection of the Farmington Highway and Cedar Hills Boulevard.

We assume we will be receiving very shortly a copy of an ordinance or resolution passed by the City authorizing the Mayor and Recorder to enter into this agreement. This is called for on page 2, paragraph 4, under things to be done by the City.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agreement att.)

p

RECEIVED
NOV 6 1970

34-1129
7647

November 5, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Beaverton for the installation of three-phase traffic signals and interconnection with the adjacent railroad crossing at the intersection of Farmington Highway and Cedar Hills Boulevard in Beaverton.

The agreement provides that the existing three-phase fully-actuated traffic signals at the intersection of the Tualatin Valley Highway and Cedar Hills Boulevard will be converted to pretimed operation and the signals at the two intersections will be interconnected.

The City has agreed to pay one-half the cost of the installation and care for future maintenance and power consumption. The estimated cost of the project is $22,000 and the State's share should be charged to the current State Construction Program.

Your approval of the agreement and the funding arrangement is recommended and it is requested that you authorize the Secretary to sign the agreement in your behalf.

This matter will be on the agenda for your consideration at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. N. Bothman
H. S. Cox
J. J. Gix
L. H. Young
V. E. Skoog
L. W. Rulien

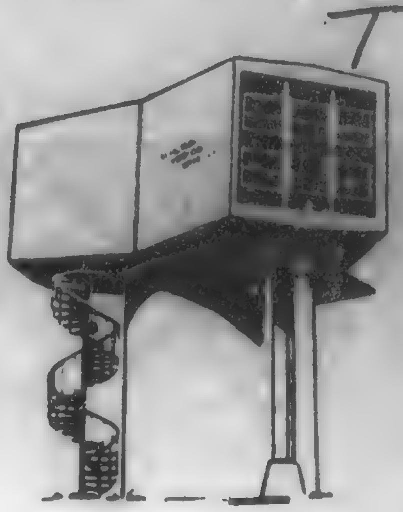
VPJ:njc _sr

T-5025(7) S.E. McLoughlin Blvd. at Glen 1971
Echo Ave. in Gladstone.
#7648 (Traffic signal)

DA 4535 [illegible]

City of Gladstone

GLADSTONE, OREGON 97027



December 2, 1974

Mr. H. L. Cox
County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Power Bills Glen Echo Traffic
Signals on 99E

Dear Mr. Cox:

We are comparing power bills for the past four or five months and find a considerable difference in the amounts used.

The Glen Echo intersection is consistently running $11 to $17 per month more than the signals at Arlington & 99E. Is there a reason for this difference? ✓

The October bill for Arlington is $36.97 and Glen Echo is $53.77.

Since we have become concerned with the costs of power for the Glen Echo signal, we have reviewed the Contract Project T-5025(7), June, 1971, and find that the City of Gladstone is obligated for all maintenance costs. This seems to be an unreasonable charge since only 1/4 of the intersection is in the City of Gladstone (Glen Echo, east side).

Is it possible that part of the costs of maintenance should be borne by Clackamas County or the Highway Division?

Sincerely yours,

Leonard A Strobel

Leonard A. Strobel
City Administrator

RECEIVED
COUNTY & CITY SECTION
DEC 3 1974
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

LAS/vh

"Grow with Gladstone"

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Gladstone
City Hall
Gladstone, Oregon 97027

Attention of Mr. Leonard A. Strobel, Administrator

Request No. (assigned by staff engineer or head of division) cc 1415

Date July 18, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(7)
SE McLoughlin Blvd. @ SE Glen Echo Ave.
City of Gladstone

Covered by agreement dated 6/23/71.
Contract #7648

Itemized Statement: CLR-DT FILE #502507 Advance Deposit $5,900.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	5,900.00	
		Amount previously transferred	4,900.00	
		Balance of Advance Deposit		1,000.00
		City costs per attached sheet	5,575.06	
		Less amount previously transferred	4,900.00	675.06
		TO BE REFUNDED TO CITY		$ 324.94

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,900.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 4,900.00

Give the number of the last previous request in connection with this same service. cc 1323

Credit distribution: 3-0603-299

Submitted by: Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 18, 1974

CITY GLADSTONE **Contract No.** 7648 **Date Completed** 7/5/72

PROJECT #T-5025(7) **Section** SE McLoughlin Blvd. @ SE Glen Echo Ave.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 655.53
Payments to Contractor		24,715.71
SFO #1 Pavement Striping		366.86
Construction Engineering		2,962.85
TOTAL PROJECT COST		$28,700.95
Federal Aid Funds Collected		17,978.79
BALANCE		$10,722.16
Items in which FHWA did not participate:		
Construction engineering in excess of 10%	$411.26	
SFO #1 pavement striping	9.13	
Interest paid to contractor	7.57	427.96
Amount to be shared by City and State		$10,294.20
City share per agreement dated 6/23/71:		
50% of $10,294.20		$ 5,147.10
100% of Non-participating items		427.96
		$ 5,575.06
City's advance deposit - 10/6/71		$ 5,900.00
TO BE REFUNDED TO CITY		$ 324.94

Reference: Billing Form cc 1415

(MEMORANDUM)

Final Voucher

RAL.

U.S. DEPARTMENT OF TRANSPORT N
FEDERAL HIGHWAY ADMINISTRAT

.HER FOR WORK PERFORMED UNDER PROVISIONS OF THE
.DERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

DO.O. VOUCHER NO. GLADSTONE

VOUCHER NO.

SCHEDULE NO.

APPRO ATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5025(7)

VOUCHER PERIOD: FROM August 24, 1971 TO February 26, 1973

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$28,700.95	$28,272.99 ✓	63.59%	$17,978.79	$17,978.79	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

Oregon

$0.00

/s/V. E. Skoog
Fiscal Officer OREDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	IT	QUANTITY	UN	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SE McLoughlin Blvd. & SE Glen Echo Avenue (Gladstone) Section Clackamas County					
	Preliminary Engineering					
	Type Code PE -- Preliminary Engineering	All required			$ 655.53	
	Total Preliminary Engineering Cost				$ 655.53	
	Construction					
	Traffic Signal Installation (Contract 7648)					
	Final Contract Payment Summary	Lump Sum			$25,158.14 ✓	
	SFO #1 Pavement Striping	All Required			357.73 ✓	
	Total Construction Cost				$25,515.87	
	Construction Engineering					
	State	All required			$ 2,551.59 ✓	
	Liquidated Damages					
	Final Contract Payment Summary	Lump Sum			$ (450.00) ✓	
	Total Participating Cost				$28,272.99	
	Non-Participating Items					
	Construction Engineering	All required			$ 411.26 ✓	
	SFO #1 Pavement Striping	All Required			9.13 ✓	
	Interest Paid to Contractor	All required			7.57 ✓	
	Total Non-Participating Cost				$ 427.96	
	TOTAL COST				$28,700.95	

AMOUNT CARRIED FORWARD......

SUMMARY OF COMPLETED FEDERAL AID WORK

SE McLoughlin Blvd. @ Glen Echo Ave. (Gladstone) Section

T-5025(7)

Description	Type Code	Total Cost	FA Funds	Total Length
Preliminary Engineering	PE	$ 655.53	$ 416.85	-
Traffic Signal: Installation	Y031	28,045.42	17,561.94	0.00 mile
		$28,700.95	$17,978.79	0.00 mile

EXCERPT FROM MINUTES OF MEETING ON OCTOBER 31, 1972

OF THE OREGON STATE HIGHWAY COMMISSION

T-5025(7)

Olson Electric, Inc., Contract No. 7648 on the Pacific Highway East in Clackamas County, requested an extension of 20 calendar days. The Commission confirmed an extension of 5 days without assessment of liquidated damages. The Federal Highway Administration in a letter dated September 21, 1972, approved this extension.

7648

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

2-20-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO. 10	REPORT NO. 5	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 2/20/73	REPORT MADE BY D. L. Noyes, Highway Engineer Trainee		PROJECT NO. T-5025(7)
COMPLETION DATE 7/5/72	ACCEPTANCE DATE BY CONTRACT AGENCY 12/1/72	TIME ELAPSED 108%	CONTRACT TIME 240 calendar days
APPROVED EXTENSIONS 5 days	LOCATION Intersection of S. E. McLoughlin Blvd. (Pacific Highway East) & S. E. Glen Echo Ave. in Gladstone, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 26 1973
REGIONAL OFFICE

S. E. McLOUGHLIN BLVD. AT GLEN ECHO AVE. (GLADSTONE)
PACIFIC HIGHWAY EAST
Traffic Signals

NOTED
H. S. COULTER

The work completed under this project consisted of the furnishing and installation of a full traffic-actuated multiple phase traffic signal system.

The final cost of the project including engineering and contingencies was $27,504.06 for an underrun of 4.49%. There were no major significant overruns or underruns on contract items performed. A total of 260 calendar days were used to complete the work while the contract time specified was 240 calendar days. A 5-day time extension was approved on October 4, 1972 leaving 15 days for which liquidated damages were assessed.

2-28-73
cy Keasey
Young

NOTED
A. E. JOHNSON

RECEIVED
FEB 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO Coulter
FOR
Info
Inves
R/D
D/R
Sign
Act
File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Vernon V. Cusack Original Signed By VERNON V. CUSACK Acting Division Engineer	
TITLE Area Engineer	DATE	TITLE Acting Division Engineer	DATE FEB 26 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

S

RECEIVED
DEC 11 1972
FOR FILING

7648

December 8, 1972

The Aetna Casualty & Surety Co.
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

Contract No. 7648 awarded to Olson Electric Company, Inc., for traffic signal installation on S. E. McLoughlin Boulevard at Glen Echo Avenue in Gladstone on the Pacific Highway East in Clackamas County was completed on July 5, 1972, and accepted by the Highway Commission on December 1, 1972.

Final payment in the amount of $1,[illegible]0.71 will be released to the contractor after December 13, 1972. The total contract amount is $24,715.71 including $408.14 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Olson Electric Company, Inc.
200 E. 5th Street
Vancouver, Washington 98660

bc C. T. Keasey
Walt Hart
V. E. Shoog
Attn W. L. Mounce
L. W. Rulien

5

RECEIVED
DEC 8 - 1972
FOR FILING

7648

December 6, 1972

TO Oregon State Highway Commission

FROM R. N. Johnson
Acting Deputy Highway Engineer

SUBJECT Highway Project Acceptance

Contract 7648 Work Completed July 5, 1972

Project S.E. McLoughlin Blvd. at Glen Echo Ave.(Gladstone)

Highway Pacific East County Clackamas

Type of Work Traffic Signal Installation

Contractor Olse Electric Company, Inc.

Recommended Acceptance Date December 1, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110084

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	ue 1323		3-0603-299

City of Gladstone
City Hall
Gladstone, Oregon 97027

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
attention: Leonard A. Strebel, Admin.			
Advance Deposit			$ 5,900.00
Partial transfer of advance deposit for construction of the S.E. McLoughlin Blvd. @ S.E. Glen Echo Ave. TOPICS Project. Contract # 7648			
Covered by agreement dated 6-23-71			$ 4,900.00
to be retained			$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)
SP*53422-724

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF GLADSTONE
CITY HALL
GLADSTONE, OREGON 97027
Attention of Leonard A. Strobel, Admin.

Request No. (assigned by staff engineer or head of division) cc 1323

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5025(7)

Itemized Statement:

Advance Deposit $5,900

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the S.E. McLoughlin Blvd. @ S.E. Glen Echo Ave. TOPICS Project. Contract # 7648.		
		Covered by agreement dated 6/23/71.		4,900
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,900

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
3-0603-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
OCT 5 - 1972
FOR FILING

7648

October 4, 1972

Olson Electric, Inc.
P. O. Box 30
Vancouver, Washington 98660

613

Gentlemen:

The Oregon State Highway Division has considered your request for an additional 20 days to complete work on Contract No. 7648, traffic signal installation at S. E. McLoughlin Blvd. and S. E. Glen Echo Ave. (Gladstone) Section of the Pacific East Highway in Clackamas County.

Careful consideration has been given to the reasons you submitted. In light of the available facts and the provisions of the contract, the Oregon State Highway Division has granted you a five-day extension of time without assessment of liquidated damages. If there are pertinent facts which have not been considered you should contact the Resident Engineer, the Regional Engineer, or the Bridge Engineer in the Salem office.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: F. B. Klaboe
E. A. Johnson
C. W. Head
W. J. Hart
V. E. Skoog
L. W. Rulien
V. L. Gallagher

RJW:dh dps

5

RECEIVED
OCT [illegible] 1972
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7648

DATE October 4, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Extension of Time, Contract No. 7648
S.E. McLoughlin Blvd. at S.E. Glen Echo Ave.
(Gladstone) Section, Pacific Highway East

Olson Electric Co., Inc., contractor for the traffic signal installation at the subject location in Clackamas County has requested an additional 20 calendar days to complete the contract work without the assessment of liquidated damages.

The contractor cites a delay to the project to complete corrective work required on a mast arm base plate because of improper alignment of the anchor bolt. Such work is the contractor's responsibility and is not a valid reason for an extension of time. On the Friday before the July 4 weekend, the contractor was instructed by the Resident Engineer to delay installation of the luminaires until after July 4, 1972. A stop work order was not issued for the five days during which the contractor was delayed and the contractor is entitled to a five-day extension of time for this reason.

Based on the above, I have granted the contractor a five-day extension of time with liquidated damages assessed for 15 days at $30 per day for a total of $450, and the concurrence of the Federal Highway Administration has been received.

This matter will be on the agenda for your concurrence at the October 31 meeting.

CC: C. W. Head
G. M. Baldwin
F. B. Klabce
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
L. W. Rulien
V. L. Gallagher
Gary Ross
Gary Sund

RJW:dh dps

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7648 Contractor OLSON ELECTRIC COMPANY, INC.

Highway PACIFIC EAST

Section S. E. MCLOUGHLIN BLVD. AT S. E. GLEN ECHO AVENUE

Kind of Work TRAFFIC INSTALLATION

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Corrective work because of improper alignment of anchor bolts is not a valid reason for a time extension. Grant 5 days for the time over the July 4 weekend when the contractor was instructed not to work.

Recommended for Approval:

Division Engineer

Walter J Hart
~~Construction Engineer or~~ Bridge Engineer

State Highway Engineer

Contract No. 7648
Project designation T-5025(7) State-Federal
Date awarded OCTOBER 6, 1971
Work started FEBRUARY 16, 1972
Per cent completed 100% JULY 5, 1972 Date
No. of Workdays Allowed 240
No. of Workdays Used 260
No. of Added Workdays Requested ~~XXX~~ 5

State Printing [illegible]

HC—280 (Rev.)—3M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 5/24/, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 260 days, within which to complete our Contract No. 7646, without the assessment of liquidated damages. The said contract is described as follows:

Clackamas County - S E Mcloughlin At Glen Echo, Traffic Signal Installation

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

to allow for fabricating a compensating adapter for one strain pole arm to allow for corrected alignment with design orientation, all in accordance with the State's instructions.

Respectfully submitted,

OLSON ELECTRIC COMPANY, INC.
Contractor

By Joe C Olson

CONSENT OF SURETY

Date May 24, 1972

We, The Aetna Casualty and Surety Company
1201 SW 12th Avenue Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Kenneth G. Kraig
Attorney-in-fact
Kenneth G. Kraig

(SEAL)

Donald W. Biggs
Resident Agent

RECEIVED
SEP 1 1972
BRIDGE DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 21, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(7)
S. E. McLoughlin Boulevard at S. E. Glen Echo Ave.
Time Extension

For the reason given in Mr. Johnson's September 18 letter I concur in the proposed five-day extension of contract time on the subject project.

9-22-72
Johnson

NOTED
W. J. HART

RECEIVED
SEP 26 1972
BRIDGE DIVISION

RECEIVED
STATE HWY ENGR
SEP 22 '72
REFER TO
FOR

Info	Inves	R/D	O/R	Sign	Act	File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

S

RECEIVED
SEP 20 1972

FOR FILING

7648

September 18, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Time Extension
S. E. McLoughlin Boulevard
at S. E. Glen Echo Avenue
(Gladstone) Section
FA T-5025(7)
Contract 7648

The subject contract was awarded October 6, 1971 and allotted 240 calendar days to complete the work, which forecast a completion date of June 15, 1972. A total of 260 calendar days were charged to the project, resulting in an overrun in contract time of 20 calendar days.

The contractor has requested a 20-day extension of time, citing as his reason for the delay the fact that corrective work was required to a mast arm base plate because of improper alignment of the anchor bolts. The corrective work did delay the project but the aligning of the anchor bolts is the contractor's responsibility, and we recommend that no delay time be allowed for this reason.

On the Friday before the July 4 weekend the contractor was instructed by the Resident Engineer to delay installation of the luminaires until after July 4, 1972. A stop work order was not issued for the five days during which the contractor was delayed.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a five-day extension of time with liquidated damages assessed for 15 days at $30 per day, for a total of $450.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY A.E. JOHNSON ja

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. W. Rulien

RJW:dh ja

FORM C-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: September 1, 1972

To: Mr. W. J. Hart
Bridge Engineer

FROM: A. C. Harwood
Regional Construction Engineer

SUBJECT: S. E. McLoughlin @ Glen Echo
Traffic Signal Installation
Contract No. 7648

There is enclosed a request from the contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages.

Bids received	September 30, 1971
Notice of bid acceptance	October 5, 1971
Contract awarded	October 6, 1971
Contract submitted to contractor	October 8, 1971
Calendar day count started	October 20, 1971 ✓
Bases poured	Week ending March 4, 1972
Poles erected	Week ending May 13, 1972
Signal activated	June 28, 1972
Workday count stopped	July 5, 1972
Project complete	July 5, 1972
Calendar days allowed	240
Calendar days used	260

RECEIVED
SEP 1 1972
BRIDGE DIVISION

NOTED

NOTED
R. W. ELLISON

Price Agreements and Extra Work

Extra Work Order for flagging
Only one Price Agreement
Credit to State for non-specified wire

Changes in contract items NONE

The contractors request is based on corrective work required due to mis-alignment of anchor bolts. Mis-alignment of bolts was noted and called to contractors attention May 4, 1972. It was again pointed out to contractor on May 17 at which time he apparently ordered the necessary shim. The shim went to the galvanizer on May 22 and was installed when mast arms were erected May 31.

Unrelated field work was not complete at that time. For example, the loops were not cut in the pavement until June 7. Placement of wire in loops was not completed until June 13. Wires were not pulled to mast arm until June 19 and signals hung June 21. There is no evidence mis-alignment affected the completion date. I do not feel the mis-alignment to be the States responsibility anyway.

While the State had an inspector on the job, the alignment of the anchor bolts to properly match the street was well within the capabilities of the contractor and was his responsibility. No time is recommended for this corrective work.

A request not to work over the July 4th weekend delayed installation of luminaires and completion of the project. To cover this delay, five days are recommended by the Resident Engineer and this office.

Acceptance of the above recommendation will reduce the number of days assessed liquidated damages from 20 down to 15.

30 [illegible]

RECEIVED
SEP 1 1972
BRIDGE DIVISION

ACH/bd
enc
cc: E. Rodriguez

FORM 2-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

OREGON CITY, OREGON
AUGUST 16, 1972

SUBJECT: TRAFFIC SIGNAL INSTALLATION
S. E. MCLOUGHLIN AT GLEN ECHO
CONTRACT NO. 7648

To:

MR. L. W. RULIEN
REGIONAL ENGINEER
PORTLAND, OREGON

ATTN: MR. A. C. HARWOOD
REGIONAL CONSTRUCTION ENGINEER

ENCLOSED PLEASE FIND FIVE (5) COPIES OF CONTRACTORS REQUEST FOR INCREASE IN NUMBER OF WORKDAYS TO COMPLETE CONSTRUCTION CONTRACT FOR SUBJECT PROJECT.

THE CONTRACTOR HAS REQUESTED 20 ADDITIONAL CALENDAR DAYS WITHOUT THE ASSESSMENT OF LIQUIDATED DAMAGES DUE TO A DELAY CAUSED BY HAVING TO FABRICATE A SHIM PLATE NEEDED TO ROTATE ONE MAST ARM TO THE PROPER ALIGNMENT. THE ACTUAL DELAY WAS LESS THAN TEN DAYS, BUT IN MY OPINION, IT WAS NOT THE RESPONSIBILITY OF THE STATE.

WHEN IT WAS NOTICED THAT ONE MAST ARM WAS NOT PARALLEL TO THE STOP LINE, THE TROUBLE WAS TRACED TO THE IMPROPER PLACING OF THE ANCHOR BOLTS. DURING THE CONSTRUCTION OF THE POLE BASE THE SUB-CONTRACTOR WAS INSTRUCTED TO PLACE THE BOLTS PARALLEL TO THE EXISTING CURB BUT SOMEHOW ONE SET OF BOLTS WAS CAST IMPROPERLY. THE CONTRACTOR HAD THE OPTION OF USING A SHIM PLATE, RELOCATING THE MAST ARM BASE PLATE OR REPOURING THE FOOTING AND HAVING THE ANCHOR BOLTS IN THE PROPER ALIGNMENT IN ORDER TO HAVE THE MAST ARM PARALLEL TO THE STOP LINES. REGARDLESS OF THE OPTION USED, THE CONTRACTOR WAS STILL RESPONSIBLE FOR CORRECTING THE ALIGNMENT OF THE MAST ARM.

ALTHOUGH THE SIGNALS WERE IN OPERATION BY JUNE 27, THE PROJECT WAS NOT COMPLETED UNTIL JULY 5 WHEN THE LUMINAIRES WERE INSTALLED. ON FRIDAY JUNE 30, THE CONTRACTOR MADE PLANS TO INSTALL THE LUMINAIRES, BUT HE WAS ADVISED TO POSTPONE THIS UNTIL AFTER THE FOURTH OF JULY. A STOP WORK ORDER WAS NOT ISSUED AT THE TIME, BUT IT WOULD HAVE BEEN IN ORDER. IN VIEW OF THIS POSTPONEMENT, I RECOMMEND THAT 5 CALENDAR DAYS BE ALLOWED.

E. Rodriguez
E. RODRIGUEZ
RESIDENT BRIDGE ENGINEER

ENCLOSURES

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
AUG 16 1972
☐ TE ☐ UE ☐ DES ☐ SEC

RECEIVED
SEP 1 1972
DGE DIVISION

STATE COPY

FORM PR-33B (REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

8-25-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

est

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 76 48 10	Report No. 4	County Clackamas	Division Oregon
Date of Inspection 8/25/72	Inspection Made By W. H. Bryant, Area Engineer		Project No. T-5025(7)

In Company With
E. Rodriguez, Res Engr, OSHD.

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	108.33 %	100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
SEP 01 1972
REGIONAL OFFICE

cy Const
Bridge
9-6-72

S. E. McLOUGHLIN AT GLEN ECHO
PACIFIC HIGHWAY EAST
Traffic Signals

All contract work, except for some minor finish work, was completed in reasonably close conformance with the approved plans and specifications including authorized changes on July 5 at a final estimated cost of $24,750 or approximately 0.6 percent below the bid amount of $24,900. A total of 260 calendar days were used to complete the work as compared to the specified 240 calendar days. The contractor has submitted a request for an additional 20 calendar days in which to complete the work. The request is under consideration by the State at the present time.

There were no major underruns or overruns since the contract contained only one lumpsum bid item.

A price agreement in the amount of $150 credit (difference between bid amount and final contract amount) covering a change in wiring type is currently being processed by the State. Approval of the change is recommended.

A review of the project records indicates that the contractor did fulfill the EEO requirements of the contract in an acceptable manner.

All materials incorporated into the work were either tested and found acceptable or were accepted on the basis of manufacturer's certification.

NO
A. E.

9-6-72
Johnson
cy Young

RECEIVED
STATE HWY ENGR
SEP 5 '72
REFER TO
FOR

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
SEP 5 - 1972

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED

7648

DATE **August 18, 1972**

Federal-aid Project
No. T-5025(7)

TO **G. L. Green, Acting Division Engineer**
~~XXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

Cy Contr
9-1-72

SUBJECT **Request Contract Acceptance**

Contract 7648 **Work Completed** July 5, 1972

Project S. E. McLoughlin Blvd. at Glen Echo Ave. (Gladstone)

Highway Pacific East

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-25-72

Conditions not acceptable:

None

for **G. L. Green,**
Acting Division Engineer

WHB:tbk

VG:kds

cc: Tom Edwards
L. H. Young

RECEIVED
STATE HWY ENGR
SEP 1 '72
REFER TO
FOR
Info

5

~~FOR~~ FILIN

7648

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: August 11, 1972

In reply refer to: 10 35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(7)
SE McLoughlin Blvd at S.E. Glen Echo Ave.
State Force Order No. 1
Total Estimated Amount of the Order - $276.00
Federal Participation - $165.60

Reference is made to Mr. Young's letter of August 4, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $276.00 with Federal participation of $165.60.

Enclosure
State Force Order No. 1

8-15-72

Young

RECEIVED
AUG 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

RECEIVED

FOR FILING

claim 4688

FILED
JUN 26 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
JUN 26 [illegible] 34 PM '72
[illegible] ERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7648

June 23, 1972

Portland Bolt & Manufacturing Company
930 N. W. 14th Avenue
Portland, Oregon 97209

NOTED ON CARD
6-27-72 kl

Attention: C. H. Llewellyn
Vice President

Gentlemen:

This is in reply to your letter of June 20 advising us that Richelyn Enterprises (subcontractor) owes you for materials in the amount of $379.52.

This appears to be in connection with the Olson Electric Company, Inc., Contract No. 7648 for traffic signal installation on the S. E. McLoughlin Boulevard at Glen Echo Avenue Section in the City of Gladstone on the Pacific Highway East in Clackamas County.

The Aetna Casualty & Surety Co., Bond Department, 1201 S. W. 12th Avenue, Portland, Oregon 97205 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head, Assistant Secretary

RECEIVED
JUN 27 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:kl

cc The Aetna Casualty & Surety Co.
Olson Electric Company, Inc.
Hon. Clay Myers - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Portland Bolt & Manufacturing Co.

930 N. W. 14th Ave. Portland, Oregon 97209

Phone: 227-5488

June 20, 1972

To: Oregon State Highway Commission
Sate Highway Bldg
Salem, Oregon

Notice is hereby given That the undersigned, Portland Bolt & Manufacturing Co., has claim for materials furnished (anchor rod assemblies, nuts, & washers) by Portland Bolt & Manufacturing Co. to Richolyn Enterprises, Salem, Oregon, a sub-contractor, in the amount of Five hundred seventy nine dollars and fifty two cents (579.52) against the bond taken from Olson Electric Co., Vancouver Washington, as principal and Aetna Life & Casualty, Bonding Department, 1201 SW 12th , Portland, Oregon, as surety for the work of

State of Oregon Highway Contract
# 7648

PORTLAND BOLT & MANUFACTURING

By: C.H. Llewellyn
Vice President

930 NW 14th Ave
Portland, Oregon 97209

SUBSCRIBED AND SWORN TO BEFORE ME
THIS 21st DAY OF
June, 1972
H. M. Wilkinson
NOTARY PUBLIC FOR OREGON My Commission Expires April 23, 1973

RECEIVED
JUN [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
LLOYD OUERY

C. W. HEAD

HOT DIP GALVANIZING • BOLTS • NUTS • WASHERS • BRIDGE • RODS • BUILDERS IRON WORK

7648

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S. E. McLoughlin Blvd. at Glen Echo Avenue

WEEK ENDING: April 15, 1972

SECTION PREFIX: 5-0605

HIGHWAY: Pacific East

COUNTY: Clackamas

NAME OF JOB: S. E. McLoughlin at Glen Echo Avenue

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Olson Electric Company

CONTRACT NUMBER: 7648

FEDERAL AID PROJECT NUMBER: T-5025(7)

DATE OF CONTRACT: October 6, 1971

DATE WORK STARTED: February 16, 1972

ESTIMATED COMPLETION DATE: June 15, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 240

CALENDAR DAYS USED 179

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 75%

PROJECT AUTHORIZATION: $ 28,796.75

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 15%

EXCLUSIVE OF ENGINEERING: $ 26,281.75

ENGINEERING AUTHORIZATION $ 2,515.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 15%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 25,150.00

ENGINEERING COST TO DATE $ 500.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 20 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	25%							
PERCENT	15%							

	WEATHER	CALENDAR ~~WORK~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
APRIL SUNDAY 9	Partly Cloudy	1		
MONDAY 10	Overcast, Shwrs	1		
TUESDAY 11	Overcast, Shwrs	1		RECEIVED
WEDNESDAY 12	Overcast, Shwrs	1		
THURSDAY 13	Overcast	1		CONSTRUCTION SECTION
FRIDAY 14	Overcast	1		BEN GIFFORD
SATURDAY 15		1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

APRIL SUNDAY 9	NO ACTIVITY ALL THIS WEEK
MONDAY 10	
TUESDAY 11	
WEDNESDAY 12	
THURSDAY 13	
FRIDAY 14	
SATURDAY 15	

REMARKS

STATUS: ALL POLE BASES COMPLETE AND ALL UNDERGROUND CONDUIT INSTALLED.
NO FURTHER ACTIVITY ANTICIPATED UNTIL DELIVERY OF POLES.

SIGNED E Rodriguez E. RODRIGUEZ LOCATION OREGON CITY

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form T-[illegible]

T-5025(7)
7648

STATE COPY

G-1

APPROVED EFFECTIVE DATE 10-6-71
Contingent upon [illegible] of project agreement if additional funds are required
BY [illegible]
Dist. Engineer
TITLE
DATE 1-6-72
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.E. McLOUGHLIN BLVD. AT S.E. GLEN ECHO AVENUE
Date DECEMBER 20
Highway PACIFIC EAST
Contract No. 7648
County CLACKAMAS
Prefix 3-0603
Contractor OLSON ELECTRIC COMPANY, INC.
F. A. Project No. T-5025(7)
Address 200 E. 5TH STREET VANCOUVER, WASHINGTON 98660
Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: PROVIDE FLAGGING THRU PROJECT DURING CONSTRUCTION

1. MAXIMUM EQUIPMENT RATES ALLOWABLE PER A.G.C. STATE AGREEMENT
2. PERCENTAGE ALLOWED CONTRACTOR IS IN ACCORDANCE WITH EXECUTED CONTRACT FOR THIS JOB.

RECEIVED
JAN [illegible] 72
STATE [illegible]

[illegible] 1-17-72

Location by station numbers: THROUGHOUT PROJECT.

NOTED
A. E. JOHNSON

Estimate of quantities and cost: FLAGGING (STATE'S SHARE) $500.00

1-17-72
R[illegible] O
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER

THIS WORK HAS NOT BEEN STARTED

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

THIS ITEM WAS ANTICIPATED AND INCLUDED IN THE PROJECT AUTHORIZATION.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization . . . . $ 28,796.75
Present estimate of project cost, including $ 500.00 for work under this order $ 28,796.75
Expected under-run over-run amount . . . . . . $ 0
Expected under-run over-run per cent 0

Space to right of this line is for use of Salem Office

RECEIVED
DEC 27 1971
BRIDGE DIVISION

Submitted by: E. Rodriguez
Resident Engineer

Approval Recommended: Walter [illegible]
Construction [illegible]
Bridge [illegible]

Approval Recommended: Allen [illegible]

Approved: [illegible]

7648

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-18	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)* 10-27-71	COUNTY Clackamas
PROJECT REPORT NO. 5		PROJECT NO. T-5025(7)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E at Glen Echo Ave. (Gladstone)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	5-7-71	0.00
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-8-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 29,165.00	FEDERAL FUNDS $ 18,511.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer OCT 29 1971

Oregon State Highway Division

Federal Aid
Project No. T-5025(7)

S.E. McLOUGHLIN BLVD. AT S.E. GLEN ECHO AVE.
(GLADSTONE) SECTION
PACIFIC HIGHWAY EAST IN CLACKAMAS COUNTY

Salem, Oregon, October 28, 1971

Project agreement estimate.

Type Code P.E.		
Preliminary Engineering	All Required	$ 1,500.00
Type Code Y031 Traffic Signal Installation		
Traffic Signal Installation, Complete	All Required	$24,900.00
		$24,900.00
Flagging (60% of Contractor's Cost)	All Required	250.00
	Subtotal	$25,150.00
	10% Engr. & Cont.	2,515.00
	Total	$27,665.00

Length of Project - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Preliminary Engineering	$ 1,500.00	$ 934.00	$ 283.00	$ 283.00
Traffic Signal	27,665.00	17,577.00	5,044.00	5,044.00
Total	$29,165.00	$18,511.00	$5,327.00	$5,327.00

State Funds for Const.: Chap. 175, Laws 1917; Cahp. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7648

Prefix 3-0603

RECEIVED
OCT 7 - 1971
FOR FILING

T-5025(7)
7648

October 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Confirmation of your tentative concurrence as of October 5, 1971, is requested in the award of contract for the S. E. McLoughlin Blvd. at Glen Echo Ave. Section, Project No. T-5025(7).

The contractor receiving the award is Olsen Electric Co., Inc., in the amount of $24,900.00, with Contract No. 7648 assigned. This bid was received on September 30, 1971, and awarded on October 6, 1971.

All right-of-way or rights of entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Federal Highway
Administration endorsement.

Date____________________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:bb

RECEIVED
OCT 6 - 1971

FOR FILING

T-5025(7)
7648

October 6, 1971

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Gentlemen:

The State Highway Commission on October 4, 1971, accepted your proposal for traffic signal installation on S. E. McLoughlin Boulevard at Glen Echo Avenue in Gladstone, Clackamas County, for the sum of $24,900 and referred it to the State Highway Engineer with authority to award the contract as soon as the Federal Highway Administration and the City of Gladstone approve the project and the City deposits $5,900.

Those conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7648.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle and Portland

Frank Morgan
Ivan Merchant
L. W. Rulien
Enrique Rodriquez
Wm. Geibel (SAIF)

October 6, 1971

Mr. Leonard A. Strobel
City Administrator
City Hall
Gladstone, Oregon 97027

Re: TOPICS Project T-5025(7)
S.E. McLoughlin Blvd. @ S.E.
Glen Echo Avenue

Dear Mr. Strobel:

This will acknowledge the City of Gladstone's check (No. 2573) in the amount of $5,900, which is the required amount for an advance deposit for the subject TOPICS project.

The contract for this project will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

cc: L. W. Rulien

S. E. McLOUGHLIN BLVD. AT GLEN ECHO AVE. (GLADSTONE)

CITY STREET

CLACKAMAS COUNTY

FAP No. T-5025(7)

Traffic Signal Installation		Bids Received September 30, 1971
1. Traffic Signal Installation, Complete	All Specified	$ 25,150.00
	For Comparison of Bids	$ 25,150.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$25,150.00	24900
Anticipated Additional Items:		
Flagging (State Share)	250.00	250
	$25,400.00	25150
Engr. & Cont. (14 1/2%)	3,683.00	3647
Estimated Net Authorization, Constr.	$29,083.00	28797
PE to date		800
		29597

Advance Deposit 20% 5919.40
round to 5900

9-10-71

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
SEP 15 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PROJECT NO.: T-5025(7)

STATE PROJECT NO.: SE McLoughlin Blvd. at Glen Echo Ave. (Gladstone)

COUNTY NAME: Clackamas

PROGRAM NO.:

PROGRAM STAGE (Check): ☐ 1 ☒ 2

ITEM NO.: T-32

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

TO:
T-5025(7)
76-18
Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young w/ encl.
9-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
September 8, 1971	September 8, 1971	FA Primary Route 26 Pacific Highway East No. 1-E

LIMITS OF AUTHORITY

After concurrence in award you are authorized to proceed with contractor's flagging in the amount of $250.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER *(Specify)* Contractor's Flagging $250.00
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's September 2, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

Federal funds are not eligible for participation in any interest payments that may become due and payable under Section 109.12 - "Final Estimate & Final Payment" of the Project Specifications.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-10-71	G L Green	For Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

August 30, 1971
(date)

RECEIVED
AUG 31 1971

Mr. Leonard A. Strobel
City Manager
City Hall
Gladstone, Oregon 97027

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Highway East TOPICS

Section SE McLoughlin Blvd @ SE Glen Echo Ave.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
SEP 2 1971
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

August 31 1971
(date)

By City of Gladstone Leonard A. Strobel administrator

By ______________ Commissioner

By ______________ Commissioner

cc: L. H. Young
Attn: Duane Ridings

T.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-1240
(Rev. 6-68)

'EP

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-24-78

FEDERAL AID PROJECT NO. T-5025(7)

STATE PROJECT NO. SE McLOUGHLIN BLVD AT SE GLEN ECHO AVE (GLADSTONE)

COUNTY NAME CLACKAMAS

PROGRAM NO.

PROGRAM STAGE (Check) ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

ITEM NO. T-32

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
AUG 25 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☒ UE
☑ UPE ☑ CE R RE ☑ RPE ☐

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE AUGUST 24, 1971

FEDERAL ROUTE NUMBER PRIMARY ROUTE #26

STATE ROUTE NUMBER PACIFIC HIGHWAY EAST ROUTE 1E

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E PREPARATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 10, PPM 20-8 IS HEREBY GIVEN FOR THE CONSTRUCTION OF THE SUBJECT TOPICS PROJECT, AS REQUESTED IN MR. KLABOE'S AUGUSUT 13, 1971 LETTER.

DATE 8-24-71

SIGNATURE OF APPROVING OFFICIAL G H Green

TITLE For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

T.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 2, 1971

In reply refer to: 08-35-EC

Klaboe

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(7)
SE. McLoughlin Blvd. at SE. Glen Echo Ave. - Gladstone
Clearinghouse & Environmental Statement Requirements

Mr. Bladorn's July 26, 1971 letter requested waiver of clearinghouse and environmental statement requirements for the subject project under Section 3f(1) and (3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible, and therefore we approve the waiver of the clearinghouse and environmental statement requirements.

(did not request clearinghouse waiver as District 2 has exempted Topics) B

RECEIVED
COUNTY & CITY SECTION
AUG 4 - 1971
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

REFERRED TO Young
Hwy. Engr

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CC: W. H. Tebeau
R. N. Chase

NOTED
TOM EDWARDS

NOTE
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

T.

CC: L.W. RULIEN
C.G. SWENSON
R.N. CHASE
T.W. LITCHFIELD

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section ✓

SUBJECT: Federal Aid Project No. T-5025(7)
Highway No. FAP 26
Project Name S.E. McLoughlin Blvd. @
S.E. Glen Echo Avenue

We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Gladstone, Oregon

this 7th day of July, 1971.

City of Gladstone
By Leonard A. Strobel
Title City Admin -

RECEIVED
COUNTY & CITY SECTION
JUL - 9 1971
☑ ENGR. ☑ COOR. ☐ ☑ ☐ RPE ☐
☑ UPE ☐ CE ☑ RE

RECEIVED
JUL 9 1971
OREGON
STATE HIGHWAY COMMISSION

2/26/71

RECEIVED
JUL 1 - 1971
FOR FILING

T-5025(7)
7648

June 25, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4233

City of Gladstone
City Hall
Gladstone, Oregon 97027

Attention: Mrs. Bernice Marlow
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on S. E. McLoughlin Boulevard at S.E. Glen Echo Avenue (Gladstone) Section.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

Form [illegible]

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section S.E. McLoughlin Blvd. - S.E. Glen Echo Ave.

Date Jun. 24, 1971

Highway 1E (Gladstone-TOPICS)

Authorization No. 1

County Clackamas Region 1

Survey Prefix 3-0603 (Assigned by Salem office)

Description of termini, route, length, etc.:

Purpose of survey: TOPICS Project
Prepare plans, estimate, and specifications for traffic signal installation.

RECEIVED
COUNTY & CITY SECTION
AUG 2 - 1971
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Estimate of cost: Traffic (911) $750
Specifications (921) $150

Total estimated cost of survey . . . . . . $ 900.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: B. [illegible]

~~Field Engineer~~ Traffic Office Engineer

Recommended for Approval: B. Johnson

~~Region Engineer~~ Traffic Control Engineer

Recommended for Approval:

~~Construction Engineer~~ Operations Engineer

Approved: M. Klebe

Ass't State Highway Engineer

PROGRAM & PLAN. DIV.
P. E. APPR. [illegible]-7-71

SP*52449-734

5-7-71

TRANSACTION NUMBERS 5-31 THRU 5-33

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 5-7-71
BY (Signature): MR. YOUNG'S APRIL 21, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 31 THRU 33

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
31	T-5001(1)	0.60	140,000	88,800 Young 5-14-71	U.S.99E AT QUEEN AVE. & CALAPOOIA ST. (ALBANY(	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT - TRAFFIC SIGNALS ILLUMINATION AND LANDSCAPE.
32	T-5025(7)	0.0	30,000	19,000	U.S. 99E AT GLEN ECHO AVE. (GLADSTONE)	PRELIMINARY ENGINEERING INSTALLATION OF TRAFFIC SIGNALS.
33	T-5025(8)	0.07 5	22,000	13,800	SW ERICKSEN ST. TO SW MAIN ST. ON SW 6TH AVE. (BEAVERTON)	PRELIMINARY ENGINEERING GRADE, DRAIN & HIGH TYPE PAVEMENT WITH CURBS AND SIDEWALKS.

NOTED BOB EDWARDS

REMARKS (Division)

THESE PROGRAMS ARE BEING APPROVED WITH THE UNDERSTANDING THAT THE DEVELOPMENT OF AN AREAWIDE TOPICS PLAN IS UNDERWAY, IN EACH OF THESE URBAN AREAS AND EACH OF THESE PROJECT WHICH ARE PRESENTLY ON TENTATIVE TYPE 2 OR FA PRIMARY SYSTEM WILL BE INCORPORATED IN OR BE CONNECTED TO THE FINAL TYPE 2 SYSTEM.

YOU ARE AUTHORIZED TO PROCEED WITH AL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
OFFICE OF

RECEIVED
FOR FILING
T-5025 7&8

RECOMMENDED DATE	SIGNATURE AND TITLE	APPROVED DATE	SIGNATURE AND TITLE
		5-7-71	R. F. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

FORM PR-1
(REV. 4-61)

FEDERAL - AID P

(PPM 2

MONTHLY TRANSACTION NO. 5-32

DATE SUBMITTED TO W. O. 7 MAY 1971

4-21-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99E at Glen Echo Ave. (Gladstone) 21 65	**ADT**	PRESENT 24,000 (66)	FUTURE 38,000 (70)	YEAR 91 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUT (74)

COUNTY NAME Clack

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	ROUTE NO. T P
	NAME OF URBAN AREA Portland 17-31	FEDERAL- 26

ESTIMATED PROJECT

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
5	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
1							US 99E at Glen Echo Ave. (Gladstone)			
5	10			1	**PE**	3			1,500	900
5					**ROW**		(S.E. McLoughlin Blvd. & S.E. Glen Echo Ave. Gladstone)			
5	30			3	**CONST** (CODE) Y031	3		0.0	28,500	18,100
							PROJECT TOTALS	0.0	30,000	19,000
									(16) (23)	(24)

CARD	CODE	PREPARED BY
1	1	
1	14	PROGRAM APPROVAL DATES 7 MAY 1971

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ [illegible]
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

TOPS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1-71

ADT	PRESENT 24,000	FUTURE 38,000	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077
						ITEM NO.	32

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. A-1	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) T-	NUMBER 5025(7)	SEQ. NO.
						T. Projects Only POST MI. DESIG.	

COUNTY NAME Clackamas CODE 005

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. T P FEDERAL-AID 26 STATE 1E & City St. U.S. 99E

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
o		1,500	900	300	300 (City)
one)	0.0	28,500	18,100	5,200	5,200 (City)
JECT TALS	0.0	30,000	19,000	5,500	5,500 (City)

CHARACTER OF PROPOSED WORK (Full description)

Preliminary Engineering - all phases. Install fully traffic activated traffic signals.

ROW - 120' normal; access control-none; parking restrictions-complete.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ SE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

REMARKS

For PR-37 Preliminary Engineering
Field $ 500
PS & E Prep. 1,000

-over-

USCOMM DUSCOMM-DC 48905-P61

S.E. MCLOUGHLIN BLVD. & S.E. GLEN ECHO AVE. (GLADSTONE)

Project T-5025(7)

Existing Facilities: No existing signalization. Stop signs on S.E. Glen Echo Ave.
SE McLoughlin Blvd. - 4-lane, 70' curb to curb north of Glen Echo and 80' curb to curb south of Glen Echo: painted median with left-turn refuges. AC pavement.
SE Glen Echo Ave.- 2-lane, 28' curb to curb. AC pavement.

Adjacent Facilities: Same.

Project Data: Preliminary engineering, all phases. Install full traffic-actuated multiple phase traffic signal.

Additional Right of Way: None required.

System Action: Tentative Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled.

Railroads, airports, water developments, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: None involved as entire project is within existing right of way.

Public Hearing: None required under provisions of paragraph 6c of PPM 20-8.

State Clearinghouse Approval: Exempt from review and comment under working agreement dated April 28, 1970.

District 2 Clearinghouse Approval: Exempt from review and comment under working agreement dated September 18, 1970.

Control of Utilities: The State does not have, at this time, legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37 - 50% of project is on Federal-aid Primary System, and 50% of project is on Type II Primary System.

Note: This project is primarily for the purpose of increasing traffic flow capacity on Glen Echo Avenue, a Type II Primary Highway.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: March 30, 1971

CITY: GLADSTONE SECTION: SE McLoughlin Blvd. @ S.E. Glen Echo Ave.

PROPOSED WORK: Install traffic control signal

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	28,500	17,100	5,700	5,700	
P.E.	1,500	9,000	300	300	

FIELD $500 P.S.& E. Preparation $1,000

EXISTING FACILITIES: No existing signalization. Stop signs on S.E. Glen Echo Ave.
SE McLoughlin Blvd.-4-lane, 70' curb to curb north of Glen Echo and 80' curb to curb south of Glen Echo; painted median with left-turn refuges. AC pavement.
SE Glen Echo Ave. -2-lane, 28' curb to curb. AC pavement.

ADJACENT FACILITIES: SAME

PROJECT DATA: Install full traffic-actuated multiple phase traffic signal.

PROJECT NO.: T-5025( )
ADDITIONAL RIGHT OF WAY: None required.
SYSTEM ACTION: Tentative Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 26 and proposed Type II
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted September 18, 1970.
HEARING: None
ACCESS CONTROL: No change
PARKING RESTRICTIONS: No change

ADT: Requested from John Hanks

10/19/70

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	Programed Amount	State Cost
ALBANY	Vine Street-Ferry Street. Queen Avenue & S. Pacific Blvd. Traffic signal, widening, channelization, and railroad gates.	$115,000 (+ 25,000 from railroad)	$23,000
BEAVERTON	S.W. Erickson Ave.-S.W. Main Ave. S.W. 6th Street Street realignment.	22,000	4,400
GLADSTONE	S.E. McLoughlin Blvd. @ S.E. Glen Echo Avenue. Traffic signal.	30,000	6,000
	TOTAL NEW PROJECTS	$167,000	$33,400

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

CITY	SECTION	Programed Amount	State Cost
CORVALLIS	N.W. 31st Street-N.W. 29th Street N.W. Harrison Blvd. Traffic signal and widening. (Approved by Highway Commission on 3/7/70.)	34,000	6,800
	TOTAL CANCELLATION	$ 34,000	$ 6,800
	TOTAL	$133,000	$26,600

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	2,031,000	2,031,000
Unprogrammed Balance	712,000	712,000
Proposed Projects: 3/30/71	133,000	133,000
Unprogrammed Balance	$ 579,000	$ 579,000

71-b
3/16/71

CITY OF GLADSTONE
PROPOSED TOPICS PROJECT (1970 Funds)

S.E. McLoughlin Blvd. (FAP 26) @ S.E. Glen Echo Avenue (FAP Type II) Section. Traffic signal, $30,000.

Install full traffic-actuated multiple-phase traffic signal at the intersection of S.E. McLoughlin Blvd. and S.E. Glen Echo Avenue.

A public hearing will not be required.

RECEIVED
MAR 23 1971
FOR FILING

T-5425(7)
4648

March 23, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the March 30 meeting requests from the Cities of Albany, Beaverton, Corvallis and Gladstone regarding the Federal Aid TOPICS program.

The City of Albany is requesting the upgrading of a traffic signal on South Pacific Boulevard at Queen Street, widening on Queen and Calapooia Streets, channelization on South Pacific Boulevard and Queen Street and railroad drop-arm gates on Queen Street. TOPICS funds for this project are estimated at $115,000, of which $23,000 will be the cost to the State. In addition, the Southern Pacific Transportation Company will pay an estimated $25,000 as their share of the cost of railroad protection.

The City of Beaverton is requesting the realignment of a 400-foot (+) section of S.W. 6th Street to remove a 30° curve and two 90° curves. An existing chain link fence will be moved to the new alignment and the abandoned portion of the street will be seeded to grass. TOPICS funds for this project are estimated at $22,000 of which $4,400 will be the cost to the State.

The City of Gladstone is requesting the installation of a traffic signal at the intersection of S.E. McLoughlin Boulevard and S.E. Glen Echo Avenue. TOPICS funds for this project are estimated at $30,000 of which $6,000 will be the cost to the State.

The City of Corvallis is requesting that the previously approved project on N.W. Harrison Boulevard ($34,000) be cancelled due to public opposition to the removal of several large trees. The City will pay all State incurred costs over and above the Federal share. I recommend approval of this cancellation.

The projects in Albany, Beaverton and Gladstone have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for these proposals for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. D. Asburry

RB:ljt sr

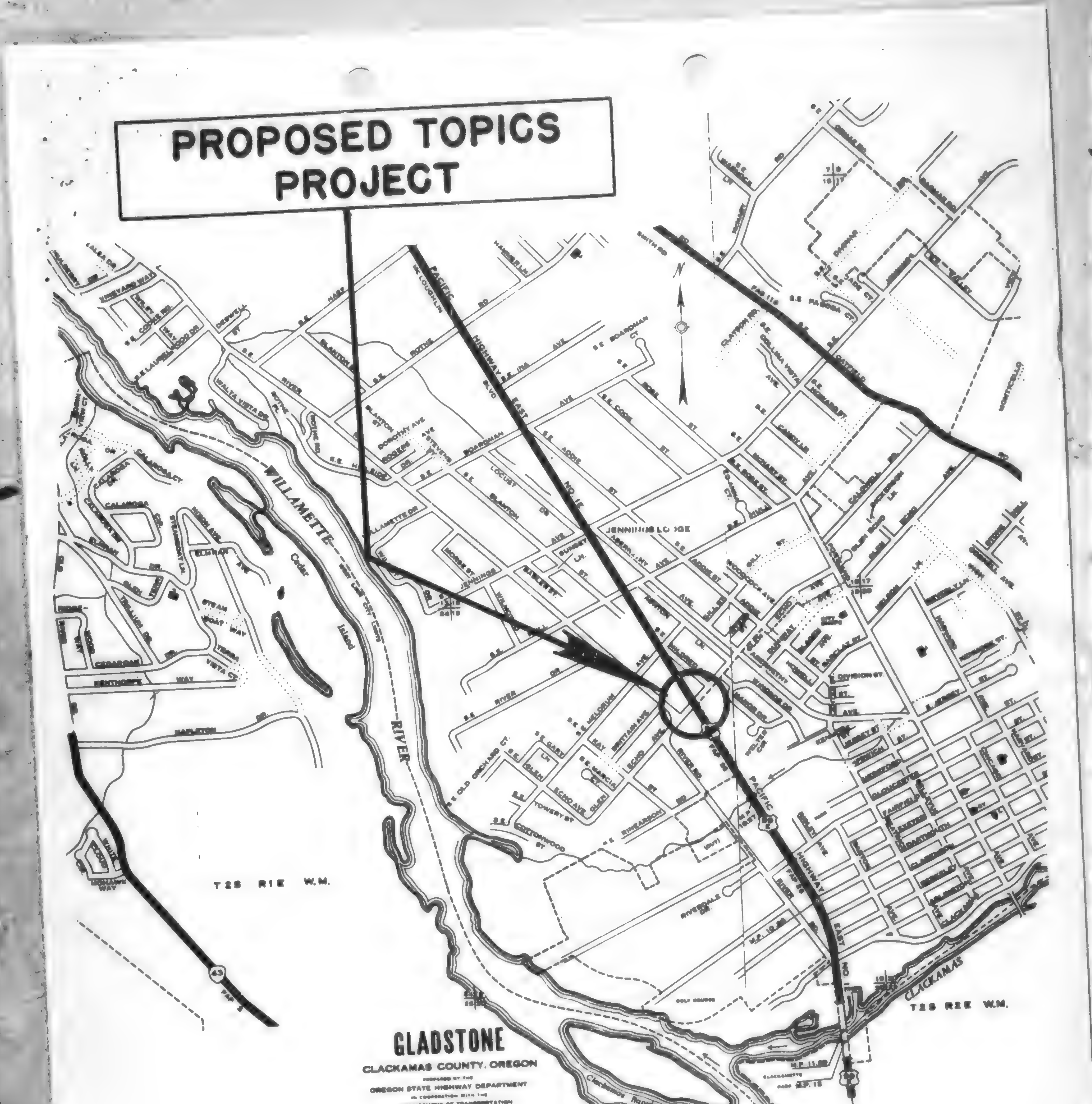
CITY OF GLADSTONE
PROPOSED TOPICS PROJECT (1970 Funds)

S.E. McLoughlin Blvd. (FAP 26) @ S.E. Glen Echo Avenue (FAP Type II) Section. Traffic signal, $30,000.

Install full traffic-actuated multiple-phase traffic signal at the intersection of S.E. McLoughlin Blvd. and S.E. Glen Echo Avenue.

A public hearing will not be required.

71-b
3/16/71


PROPOSED TOPICS PROJECT
WILLAMETTE
RIVER
Cedar Island
PACIFIC HIGHWAY
PACIFIC HIGHWAY EAST
JENNINGS LODGE
CLACKAMAS
Clackamas Rapids
T2S R1E W.M.
T2S R2E W.M.
N
43
GLADSTONE
CLACKAMAS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 5,000
Scale in Feet
Revised September

NOTE: This form is i nded to collect general informa on for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date February 24, 1971

Name of City Gladstone

Major Street Name McLoughlin Blvd. & Glen Echo (intersection)

Section Name Oregon City-Milwaukie Section 99E

Location of Project (Attach sketch map) Length McLoughlin & Glen Echo

On Which System? Primary I Type I Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ______; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain State Hwy- Bounded by Gladstone city limits on east side and Clackamas County on the west side

General description of proposed project: Fully actuated traffic signals

RECEIVED
COUNTY & CITY SECTION
MAR 15 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection Glen Echo & McLoughlin Blvd.

2. Type: a. Traffic Control Signals
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
   a. Two ______
   b. Three ______
   c. Multiple X

4. Is interconnection for coordination necessary? No Remarks: ______

If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm ______
   b. Span Wire X
   c. Signal Bridge ______

6. Paint Color Desired: Optional

7. Present Signalization: None

8. Other Remarks: Curbed and left turn lane are marked

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Glen Echo & McLoughlin

2. Type:
   a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type:
   a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage:
   a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring:
   a. Overhead ______
   b. Underground ______

12. Present Illumination: 1-175 Watt MV

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Typical Cross Section: ______________________________

4. Curbs? ______ If so, a. Type Desired: (Standard, monolithic, rolled, or special) ______________
   - b. Exposure ______________ inches
   - c. Width between curbs ______________ ft.
   - d. Desired curb radius ______________ ft.

5. Surfacing: A.C.______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______________________________

7. Traffic Control Signing:
   - a. By City at City Expense?________
   - b. By State at City Expense?________

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense?_______
   - b. By State at City Expense? _______

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ______ft.
   - b. Width ______ft.
   - c. Type ______
   - d. Location: ______________________________

Footnotes:

IV. STRUCTURE DATA:

1. Location: ____________________
____
____

2. Desired Work: ____________________
____
____

3. Name of Structure: ____________________

4. Name of Stream, Street or Facility being Spanned: ____________________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ ft. Location ________
____

7. Is a particular type of structure and design desired? __________
Explain: ____________________
____
____

8. Can street be closed during construction? ______________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
   a. By City? ______
   b. By Contractor? ______
   c. Traveled surface: Type __________
      Width __________ ft.
   d. Shoulders: Type __________
      Width __________ ft.

11. Existing Structure:
   a. Remain in Place? ______
   b. Use for Detour? ______
   c. Removed by City? ______
   d. Removed by Contractor? ______
   e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: __________
    Owner: ______________________
  b. Sanitary Sewer Mains: ______ Size: __________
    Owner: ______________________
  c. Storm Sewer: ______ Size: __________
    Owner: ______________________
  d. Gas Mains: ______ Size: __________
    Owner: ______________________
  e. Power Lines: ______
    Owner: ______________________
  f. Telephone Lines: ______
    Owner: ______________________
  g. Other Utilities: ______________________
  ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________
____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
Explain: ______________________
____

17. Describe Existing Structure: ______________________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 120 ft.
   - a. Maximum: ______ ft.
   - b. Minimum: ______ ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit Yes or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ____________________

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ________ Distance ______ ft.
(2.) (Direction) ________ Distance ______ ft.

d. Number of Trains: (1) Passenger ________ Speed ________ mph
(2) Freight ________ Speed ________ mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade ____________
(2.) Overcrossing ____________
(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________

h. Proposed Type Crossing and Protection: ____________
____
____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________
____
____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 33,000
(Federal + State + City)
2. Estimated Cost of Requested Project $ 28,000
3. Date Match Money is Available: July 1, 1971
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ____________

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Under study with CRAG

2. Existing Conditions Necessitating This Proposed TOPICS Project: Heavy traffic conditions on 99E-prevent Glen Echo traffic from entering highway for long periods of time.

3. This Project Would Accomplish the Following: Ease hazardous conditions from entering the highway and reduce the traffic on Portland Avenue and reduce congestion at Arlington & 99E.

This application is not complete unless a sketch map showing the location of the project is attached.

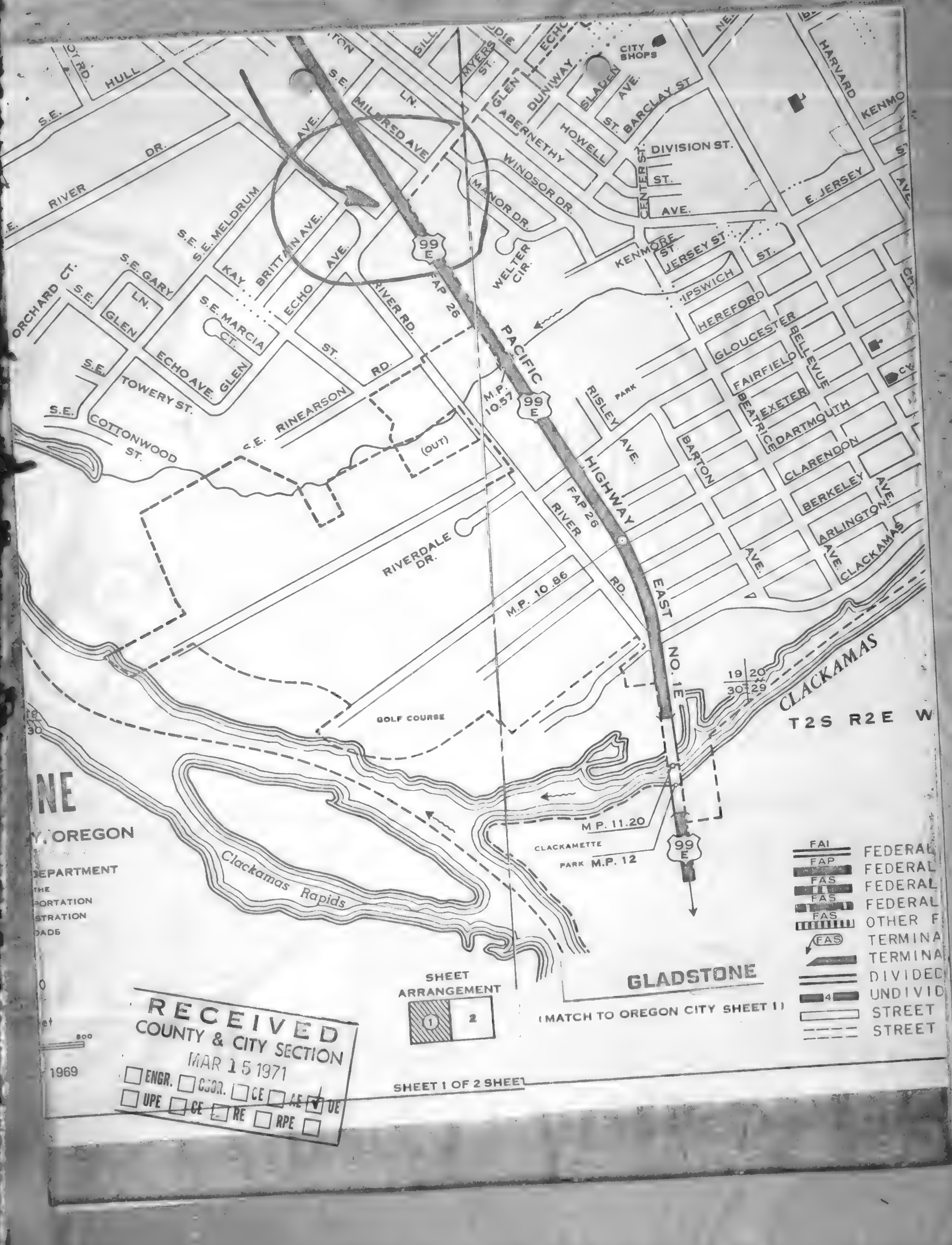
The Gladstone City Council on the 9th day of March, 19 71, adopted Resolution No. 216 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Leonard A. Strobel adm

Leonard A. Strobel, City Administrator

By ____________________

City of Gladstone, Oregon



S.E. HULL
S.E. RIVER DR.
S.E. MILDRED AVE
LN.
ABERNETHY
MYERS ST.
GLEN
ECHO
DUNIWAY
SLADEN AVE
CITY SHOPS
ST. BARCLAY ST
HOWELL
HARVARD
KENMO
DIVISION ST.
CENTER ST.
ST.
AVE.
E. JERSEY
WINDSOR DR.
MANOR DR.
WELTER CIR.
KENMORE ST.
JERSEY ST.
ST.
IPSWICH
HEREFORD
GLOUCESTER
BELLEVUE
FAIRFIELD
BEATRICE
EXETER
DARTMOUTH
CLARENDON
BERKELEY
ARLINGTON
AVE.
AVE
CLACKAMAS
BARTON
S.E. MELDRUM
BRITTAN AVE.
KAY
ECHO AVE.
S.E. GARY LN.
ORCHARD CT.
S.E. GLEN
S.E. MARCIA CT.
ECHO AVE.
GLEN
S.E. TOWERY ST.
S.E. COTTONWOOD ST.
S.E. RINEARSON RD.
RIVER RD.
ST.
99 E
FAP 26
PACIFIC HIGHWAY EAST NO. 1E
M.P. 10.57
RISLEY AVE.
PARK
(OUT)
RIVERDALE DR.
RIVER RD.
M.P. 10.86
GOLF COURSE
19 20
30 29
CLACKAMAS
T2S R2E W
M.P. 11.20
CLACKAMETTE PARK M.P. 12
Clackamas Rapids
NE
Y, OREGON
DEPARTMENT
THE
PORTATION
STRATION
OADS
FAI FEDERAL
FAP FEDERAL
FAS FEDERAL
FAS FEDERAL
FAS OTHER F
FAS TERMINA
TERMINA
DIVIDED
4 UNDIVID
STREET
STREET
SHEET ARRANGEMENT
1
2
GLADSTONE
(MATCH TO OREGON CITY SHEET 1)
0
eet
800
1969
SHEET 1 OF 2 SHEETS

RECEIVED
COUNTY & CITY SECTION
MAR 15 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 216

WHEREAS, It is the desire of the City of Gladstone to be a participating part of the TOPICS PROGRAM (Traffic Operations Program to Increase Capacity and Safety)

WHEREAS, It is necessary that a Topics Project Request be submitted on or before July 1, 1971 to obligate the federal funds available under the first year's allocation.

NOW, THEREFORE BE IT RESOLVED That the City Council of the City of Gladstone authorizes the City Administrator for the City of Gladstone to make an application for a Topics Project at McLoughlin Boulevard and Glen Echo for traffic signal lights.

This Resolution was adopted by unanimous vote on the 9th day of March, 1971.

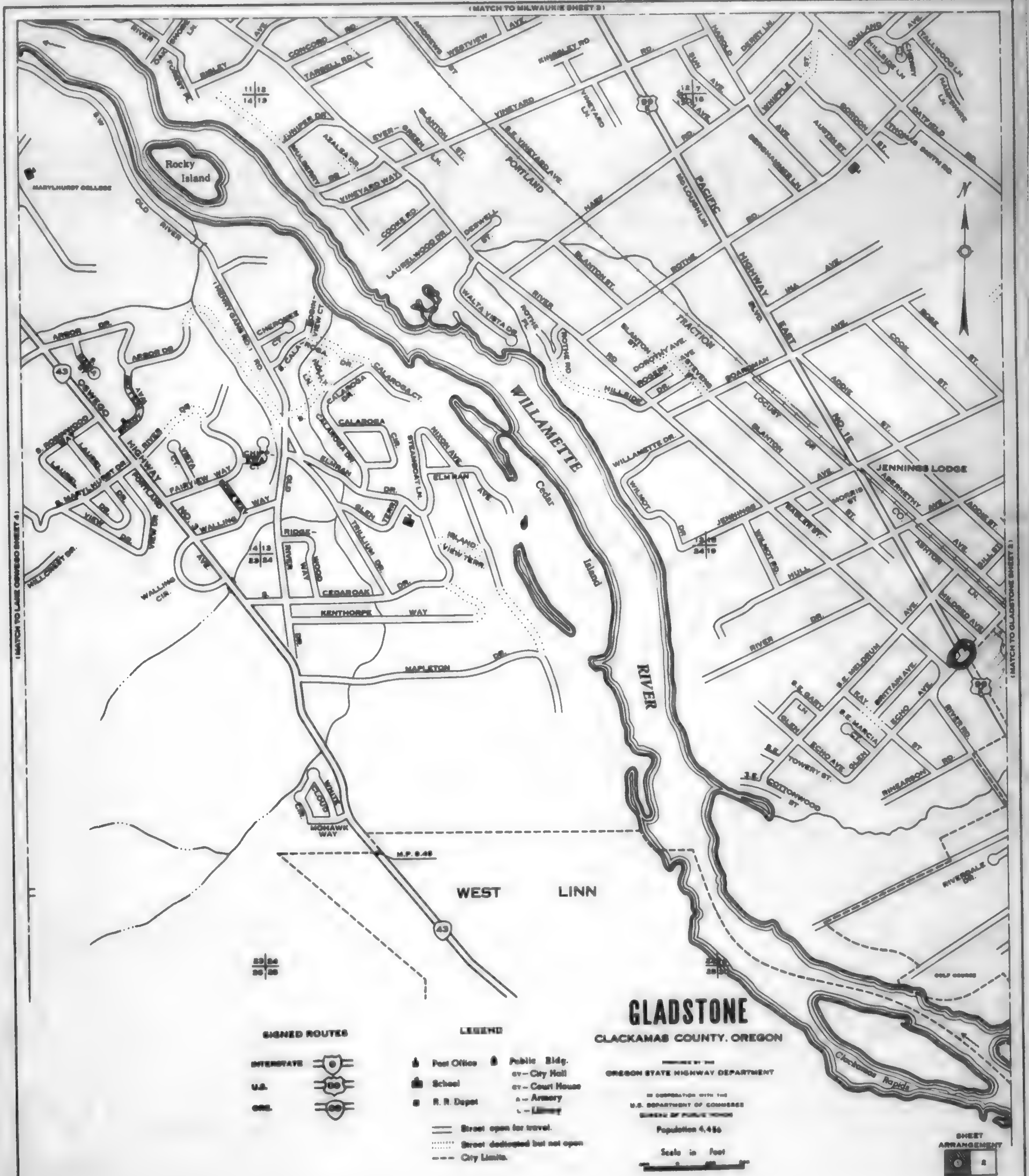
Approved by the Mayor this 9th day of March, 1971.

Attested:

William D Preble
Mayor William D. Preble

Bernice Marlow
Recorder Bernice Marlow

RECEIVED
COUNTY & CITY SECTION
MAR 15 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐


(MATCH TO MILWAUKIE SHEET 2)
(MATCH TO LAKE OSWEGO SHEET 4)
(MATCH TO GLADSTONE SHEET 2)
Rocky Island
MARYLHURST COLLEGE
WILLAMETTE
RIVER
Cedar Island
WEST
LINN
JENNINGS LODGE
PACIFIC HIGHWAY EAST
TRACTION
OSWEGO HIGHWAY
PORTLAND AVE.
RIVER RD.
VINEYARD
CONCORD RD.
TARBELL RD.
WESTVIEW AVE.
KINGSLEY RD.
ROTHE RD.
BLANTON ST.
OAK GROVE BLVD.
ABERNETHY
ADDIE ST.
COOK ST.
ROSE ST.
RIVER DR.
WILLAMETTE DR.
JENNINGS AVE.
CLACKAMAS
ARBOR DR.
FAIRVIEW WAY
WALLING WAY
WALLING CIR.
KENTHORPE WAY
MAPLETON DR.
CEDAROAK DR.
CALAROGA DR.
ELMRAN
ISLAND VIEW TERR.
MOHAWK WAY
WHITE CLOUD CIR.
M.P. 8.45
S.E. COTTONWOOD ST.
RIVERDALE DR.
GOLF COURSE
Clackamas Rapids
43
99E
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits.
Scale in Feet
SHEET ARRANGEMENT
1
2
SHEET 1 OF 2 SHEETS

GLADSTONE

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,456

Revised May 1964

8-3346 Cape Blanco State Park Sec., 1971
N.W. of Port Orford
#7649 (Overnight camp area)

5

RECEIVED
SEP 19 1972
FOR FILING

7649

September 18, 1972

Aetna Casualty & Surety Company
Bond Department
1201 S.W. 12th
Portland, Oregon 97205

Gentlemen:

On September 11, 1972, we wrote to you concerning release of final payment on Contract No. 7649 awarded to James and Stritzke Construction Company for an overnight camp area in Cape Blanco State Park in Curry County.

Final payment on this contract is $300 and the total contract amount is $281,264.47. No work was performed under force account.

Very truly yours,

G. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc James and Stritzke Construction Co.
P. O. Box 126
Roseburg, Oregon 97470

Ward Insurance Agency
148 12th Avenue, West
Eugene, Oregon 97401

bc C. T. Kassey
Walt Hart
V. E. Shoeg
Attn: W. L. Mommer
James Verstoeg

[illegible]

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7649

Surety letter written KL 9-11-72

DATE September 8, 1972

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7649 Work Completed June 15, 1972

Project Cape Blanco State Park

Highway County Curry

Type of Work Overnight Camp Area

Contractor James and Stritzke Construction Company

Recommended Acceptance Date September 7, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal acceptance.

cc: Cecil W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

NOTED
C. W. HEAD

7649 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Cape Blanco State Park		WEEK ENDING: July 15, 1972
		SECTION PREFIX 8-3346-900
HIGHWAY - - -		COUNTY Curry
NAME OF JOB Cape Blanco State Park	KIND OF WORK Overnight Camp Area	
CONTRACTOR James & Stritzke Const. Co.	CONTRACT NUMBER 7649	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT October 4, 1971	DATE WORK STARTED October 25, 1971	ESTIMATED COMPLETION DATE June 15, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 318,475.33	SPECIFIED COMPLETION DATE (May 31,72) (6-4-72)	PERCENT OF TIME ELAPSED 105.1
EXCLUSIVE OF ENGINEERING: $ 293,221.78	ENGINEERING AUTHORIZATION $ 25,253.55	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 284,221.73 ~~293,221.78~~	ENGINEERING COST TO DATE $ 29,154.99	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98.4
ESTIMATED PERCENT: XXXXXXX UNDERRUN 3.1 %	PERCENT OF AUTHORIZATION 115.4 %	DATE PROJECT WAS COMPLETED: June 15, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.78	1.78			1.78
MILES PARTIALLY COMPLETED	1.78	1.78			1.78
MILES COMPLETED	1.78	1.78			1.78
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,621	6,550			3,260
TOTAL QUANTITIES CORRECTED TO DATE	4,621	6,475			3,013
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,621	6,475			3,013
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		-	-	
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 17 1972
CONSTRUCTION SECTION

Keasey K
Bond B
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final estimate delivered to Region office XX 7-14-72.

This is the last weekly report on this project.

SIGNED F. D. Morrison LOCATION Coquille
F. D. Morrison

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
JUL 10 1972
FOR FILING

7649

S

July 7, 1972

James and Stritzke Construction Co.
P. O. Box 126
Roseburg, Oregon 97470

Gentlemen:

Your request for a time extension of 30 days on Contract No. 7649 for work on the Cape Blanco State Park Section in Curry County has been considered.

Careful consideration was given to the reasons submitted. In light of the facts available and the provisions of the contract, an extension of one week is granted without assessment of liquidated damages. This is for Price Agreements 2 and 3. The weather reason is not believed to be valid under the contract.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc: F. B. Klaboe
Floyd Query
C. T. Keasey
J. H. VerSteeg
F. D. Morrison
V. L. Gallagher
V. E. Skoog
JAB:fw cg

RECEIVED
JUL 10

FOR FILING

S

OREGON STATE
HIGHWAY DIVISION

7649

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 7, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7649**
Cape Blanco State Park

James and Stritzke Construction Company, contractor on the Cape Blanco State Park in Curry County, Contract No. 7649, has requested a 30-day extension of the contract time because of weather. The specified completion date was May 31, 1972 and the project was actually completed June 15, 1972 with 10-1/2 days liquidated damages charged at $100 per day or $1,050.

The weather reason is not believed to be valid. However, a significant price agreement was added because of a grading problem. It was necessary to sub-excavate approximately 600 yards and waste it, and import a more suitable subgrade material. A late price agreement to raise five dry wells also added one day's work at a late stage.

Due to these two price agreements, I have approved a one-week extension of the contract time. This will leave 3-1/2 days and $350 liquidated damages in effect. This was a State project.

This matter will be on the agenda for your concurrence at the August 8 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C.T.. Keasey
L. H. Young
V. E. Skoog
Gary Ross
Gary Sund
V. L. Versteeg
V. L. Gallagher
JAB:fw cg

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1972

SUBJECT: Request for Time Extension
Cape Blanco State Park
Contract No. 7649

To: A. E. Johnson
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

James and Stritzke Construction Company has requested a 30-day extension of their contract time because of weather. The specified completion date was May 31, 1972 and the project has actually been completed as of June 15, 1972. After allowing for a 3-1/2 day stop work order over Memorial Day weekend, the project was completed with 10-1/2 days liquidated damages charged at $100 per day or $1,050.

The weather reason is not believed to be valid. The project was started in October, 1971 so it obviously had to be accomplished in adverse weather. The grading is a lump sum item and a significant price agreement (No. 2) was added because of a grading problem. It was necessary to sub-excavate approximately 600 yards, waste it, and import a more suitable subgrade material. A late price agreement to raise five dry wells also added 1 days work at a late stage.

Considering the limited usable grading time during the contract period, we favor a liberal interpretation of the effect of Price Agreement No. 2 which took 3 actual workdays to accomplish. We recommend a one-week extension because of Price Agreements 2 and 3 (this also recognizes the 7/5ths factor to convert to elapsed days). This will leave 3-1/2 days or $350 liquidated damages in effect.

This was a State project. Letters to the contractor and to the Highway Commission in confirmation on the above basis are attached.

JAB:fw
Attach.
cc V. L. Gallagher

Received for Johnson
7-3-72

JUL 6 1972

SP*32478-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7649 Contractor James & Stritzke Construction Co.

Highway - - -

Section Cape Blanco State Park

Kind of Work Overnight Camping Area

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows;

Recommend extension for one week because of Price Agreements 2 and 3.

Recommended for Approval:

Division Engineer

for
Construction Engineer or Bridge Engineer

Dep.
State Highway Engineer

Contract No. 7649
Project designation State
State-Federal
Date awarded October 4, 1971
Work started October 25, 1971
Per cent completed 90% 6-5-72
Date
Completion Date
~~No. of Workdays Allowed~~ May 31, 1972
No. of Workdays Used
No. of Added Workdays Requested 30

[illegible]

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date MAY 22, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 5-31-72 days to 6-30-72 days, within which to complete our Contract No. 7649, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: DUE TO EXTREMELY WET WEATHER DURING MARCH AND APRIL, WHICH PROHIBITED EXCAVATION AND GRADING OF ROADWAY, AND ESPECIALLY THE STORMY WEATHER WHICH BEGAN MAY 15TH AND IS STILL CONTINURING. THIS HAS CAUSED DELAY OF PLACING ROCK ON ROADWAY FOR PAVING. WE WERE SCHEDULED TO START PAVING MAY 22ND. DUE TO WEATHER CONDITIONS, IT HAS BEEN NECESSARY TO DELAY PAVING UNTIL THE SUB-BASE IS DRY ENOUGH. HAD THIS LAST SORM NOT ARRIVED, WE WERE SCHEDULED FOR SUBSTANTIAL COMPLETION MAY 31.

[redacted]

Respectfully submitted,

JAMES & STRITZKE CONSTRUCTION CO.
Contractor

By Richard P. Stritzke
RICHARD P. STRITZKE

CONSENT OF SURETY

Date MAY 22, 1972

We, AETNA CASUALTY & SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

J. W. Ward
J. W. WARD, Attorney-in-fact

J. W. Ward (SEAL)
J. W. WARD, Resident Agent

RECEIVED
OCT 21 1971
FOR FILING

8-3346
7649

October 20, 1971

Jones and Stritzke Construction Co.
P. O. Box 126
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7649 for an overnight camp area in Cape Blanco State Park in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Ward Insurance Agency
140 12th Avenue West
Eugene, Oregon 97401

bc F. D. Morgan
I. D. Merchant
David Talbot
C. T. Kessey
F. D. Morrison

RECEIVED
OCT 19 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

8-3346

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7649

October 14, 1971

Mr. Charles L. Fitzhugh
Curry County Assessor
County of Curry
Courthouse
Gold Beach, OR 97444

Dear Mr. Fitzhugh:

RE: File 44261-
Cape Blanco State Park
Curry County

In response to your request, I have attached a copy of the grazing lease covering a portion of the former Hughes property.

Regarding the two residences on the property, the newer, one story residence is occupied by a state park employee and the large shop building will be used in park maintenance. The old two story residence has been rented on a temporary basis at $50 per month from August 1, 1971, to Mr. A. D. VanLoo. Mr. VanLoo is building a home in the area and needed a place to live temporarily. We do not expect the rental to extend beyond November, and we do not anticipate renting the house again after that.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

Ray Wilson, Assistant
State Parks Superintendent

NOTED
LLOYD P. SHAW

RECEIVED
OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RW:dk

Attachment

bc: Adele Egan

Form E-123

RECEIVED
OCT 2 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

8-3346
7649

September 30, 1971

Mr. Charles L. Fitzhugh
Curry County Assessor
Courthouse
Gold Beach, OR 97444

Dear Mr. Fitzhugh:

RE: File 44261-Curry County
Cape Blanco State Park

Effective October 1, 1971 through September 30, 1972, the State has leased approximately 1300 acres of the former Hughes Estate for grazing of livestock only. Portions of the leased area are subject to public use as access to the Pacific Ocean and Sixes River. The two residences are excluded from the lease.

A map defining the leased area is attached.

Very truly yours,

David G. Talbot
State Parks Superintendent

By

Ray Wilson, Assistant
State Parks Superintendent

RW:dk

Attachment

bc: Adele Egan w/copy of map

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Form 8-123

RECEIVED
JUL 2 - 1971
FOR FILING

8 33416

7649

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1971

To: David G. Talbot
State Parks Superintendent

SUBJECT: File 44261 - Hughes Estate
Cape Blanco State Wayside Acquisition

OFFICE

Our acquisition of the Hughes property is subject to continuation to October 1, 1971, of the present sheep operation by Mr. Glen Hensley.

With the publicity of our purchase of this sizable acreage, I have received a number of general inquiries and two specific and very pointed inquiries regarding our plans for continued use of portions of the property for sheep grazing. The two most specific inquiries were from Mr. Bob McKenzie and Mr. Glen Wagner, both being ranchers in the immediate area. Because of the substantial amount of public land involved, and anticipated rental of $3,000 or more per year for grazing, it would be my recommendation that we conduct a public auction calling for bids for lease of the specific area of Cape Blanco.

I have discussed this possibility on several occasions with Mr. Hensley, and he does not appear to be offended at the suggestion of his bidding in competition with others. Mr. Hensley has requested determination as early as possible of the lease arrangements in order for him to adjust the size of his herd of sheep.

I would like to ask your approval of setting up a public auction to be held in the vicinity of Cape Blanco, to establish a lease of specific acreage, and a minimum bid; to be held as soon as possible for the benefit of all interested parties.

Ray Wilson, Assistant
State Parks Superintendent

RW:dk

RECEIVED
JUN 3 - 1971
FOR FILING

1859

8-3346

7649 TOM McCALL

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 28, 1971

Mr. K. Kinney
Kinney Variety Store
Myrtle Creek, Oregon 97457

Dear Mr. Kinney:

This is in response to your letter in regard to the purchase of the Hughes Estate property at Cape Blanco in Curry County.

The purchase consisted of approximately 1,800 acres which included the old Hughes mansion, a contemporary dwelling and several farm buildings. The purchase price was $848,750 or about $450 per acre. Approximately three and one-quarter miles of beach frontage and roughly three miles of frontage on the Sixes River are included in the property.

Prior to the beginning of our negotiation with Hughes Estate, the property was carried on the assessor's roles at $782,960. The values used by the Highway Division as a basis for negotiation were set by two appraisals which were made by fee appraisers and reviewed by the Division's Appraisal Unit.

It may be of interest to you that values of lands in Curry County, more isolated than the Hughes tract, were established by a jury selected from a panel of Southern Oregon residents. This occurred during the location of what is now the Oregon Coast Highway from Gold Beach to Brookings.

One property, located approximately 15 miles south of Gold Beach near Carpenterville, is a fair example of jury findings in 1958. In this case, 12.3 acres were awarded $19,300 of which $10,000 was considered to be for land value, the remainer for development. In other words, in 1958 land values in Curry County, established in the courts of that County by a jury, were approximately double the 1971 price per acre of the Hughes estate.

I appreciate your writing to me and I am glad to have the opportunity to assure you, in light of the impartial appraisals used, that a fair price was paid for the Hughes estate property at Cape Blanco.

Sincerely,

Governor

RECEIVED
JUN 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TM:mj

NOTED
R L [illegible]

bcc: Highway

COPY

KINNEY TO HWY 5/19

KINNEY
VARIETY STORE
Myrtlewood Novelties - Hardware - Clothing
Notions - Toys - Gifts
MYRTLE CREEK, ORE.

5-17-71

Gov. Tom McCall,
Salem, Ore.

Dear Sir:

I received information yesterday concerning a deal the State Park Comm. made lately in the purchase of a farm at the mouth of Sixes River near Langlois for a park area. This farm was purchased for the sum of about $850,000 according to the news. The farmer was approached a few days prior to the deal by a fisherman who had always paid a fee to fish on the farm. The farmer stated that he no longer could do this as a deal was being made for the purchase of the farm. The fisherman asked the farmer what the value was of the farm. He said "around $225,000. As a taxpayer I am deeply concerned. It don't look good, and if true, there is no doubt that someone is filling his pockets at taxpayer expense. I have always felt that you were absolutely honest. I don't always agree with you, but I do most of the time and I appreciate the past times you have "gone to bat for me". At any rate this needs checking into.

Sincerely,
By K. Kinney

Shaw
Draft Reply
MB

P.S. I have seen the farm and 850,000 is exorbitant and robbing in the 1st degree.

MAY 19 1971

RECEIVED
MAY 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

ECEIVED
MAR 30 1971
FOR FILING
8-33-16
7649

City of Port Orford, Oregon
97465

March 12, 1971

Senator Sam Dement
Oregon State Senator
State Office Building
Salem, Oregon

Representative Rod McKenzie
Oregon State Representative
State Office Building
Salem, Oregon

NOTED
R. L. [illegible]

Representative Jack Ripper
Oregon State Representative
State Office Building
Salem, Oregon

Gentlemen:

The City Council of the City of Port Orford has requested me, in my capacity as City Attorney for the City of Port Orford to indicate to you at their regular meeting of Tuesday, March 9, 1971, the following resolution was passed:

That the City Council of the City of Port Orford, Curry County, Oregon, is opposed to acquisition by the State Highway Department of the State of Oregon of the Hughes Estate properties situated in or near Port Orford, Curry County, Oregon, for the reasons that the State Highway Commission already has more property than is necessary for park purposes and that it is not necessary that all of these properties be acquired for highway purposes.

Very truly yours,

MAURICE V. ENGELGAU

MVE/lg
~~cc: State~~ Highway Department, Parks Division, Salem, Oregon
Port Orford City Council, Port Orford, Oregon

RECEIVED
MAR 16
OFFICE OF
STATE HIGHWAY ENGINEER

Route to
Curtis
Edwards
Shaw
Info.
ESH

NOTED
LLOYD P. SHAW

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

RECEIVED
MAY 26 1971
FORM E-30

[illegible]

8-3346
76-17

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 21, 1971

SUBJECT: Cape Blanco

To: THE FILE

On April 16 Larry Jacobson and I visited the Coast Guard station at Cape Blanco. We talked with the two head people, Willie J. McMillin and Tom A. Beck, Executive Petty Officer (Ph. 332-2331). Points of interest noted during the conversation were as follows:

1. Regarding a buried telephone line, contact Coos Bay (Empire) ESMP--Coast Guard telephone technicians.

2. A half dozen or so of the people at the station ride motor bikes on a small portion of the park--that area lying on the north side of the peninsula leading to the Coast Guard station. The previous owner had allowed this since, as he put it, "the whole place is slipping into the ocean anyway and it wouldn't make much difference." The Coast Guard was anxious that we would consider allowing them to continue this use. I told them that we would look into the matter and let them know.

3. We asked about their water, and they said that while theirs wasn't too good (three or four wells), he thought that we would have no difficulty in getting water at approximately 60 feet right in the vicinity of where the campground is to be constructed. He stated that he thought the Highway Division had helped drill some test holes for them in the area and that we might check our records.

4. Regarding the geology of the area, he said that the *Ore Bin* had carried an article on Cape Blanco about 1962. He said that according to a doctoral candidate who had been studying the geology of the area for the past several years, the saddle between the lighthouse area and the mainland which appears to be sloughing off a great deal, is actually a fault. He didn't know the name of the doctor from MIT, but thought he was working under contract from the NPS out of San Francisco.

5. McMillan said that there were several old mine shafts down in the area of the swamp. He said that these would be very dangerous to the public and that Mr. Glenn Hensley, manager of the estate, could show us where they were located. McMillin said that he thought there were also some traps in the area.

Elisabeth and a representative of the Bridge Section should take a look at the old home to see if it is of any value and if it's worth repairing.

NOTED
LLOYD P SHAW

Contact should be made with one of the universities regarding some archeological exploration of the old Indian encampment reported to have been right in the area where the homes are located.

David G. Talbot
State Parks Superintendent

DGT:jw

RECEIVED
MAR 29 1971
FORM E-30

8 3346
7619

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 26, 1971

SUBJECT: File 44261 - Hughes Estate
Cape Blanco
Curry County

To: Mr. David Moehring
Right of Way Engineer
BUILDING

Attached is a memorandum by Highway Engineer R. L. Porter indicating the Highway Commission directs we are to attempt to negotiate an option agreement with no interest.

Looking over the option agreement already obtained by Joe Morgan, it would appear we could live with that agreement if all reference to interest payment were deleted. We could, of course, do business with an option at $800,000 with payment in one lump sum, as we normally do.

If the property can be purchased on a split payment, we have one further small problem. Mr. Shaw has met with Curry County officials to obtain their blessing of our acquisition of the Hughes property. One condition of their approval appears to be the immediate development of camping facilities. A suitable site has been selected by Parks Planning Unit, and would involve 120 to 150 acres. This area has been indicated on the attached sketch map. Title to this tract should be obtained from Hughes Estate upon our making the initial payment of the purchase. Description engineers are now preparing descriptions of the entire tract and of the proposed development area.

I would appreciate Mr. Morgan negotiating further, under these conditions.

David G. Talbot
State Parks Superintendent

By
Ray Wilson, Assistant
State Parks Superintendent

RW:dh

Attachment

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 17 '71
OFFICE OF
STATE HIGHWAY ENGINEER

February 16, 1971

SUBJECT: Hughes Family Cemetery
Cape Blanco, Curry County

To: Mr. Lloyd P. Shaw
Assistant Highway Engineer
BUILDING

The patriarch of the family appears to have been Patrick Hughes, who was born in Ireland ca. 1814 and who emigrated to America in 1831 (the Great Irish Migration to the United States spanned 1827-1838) at the age of seventeen. He settled in Massachusetts; crossed the continent to California in 1856. Hughes was engaged in mining in California for about a year before coming to Curry County. Possibly he was drawn to the Sixes mines which opened in 1857 after the Rogue River Indian Wars.

Once in Curry County, Hughes apparently mined gold for about nine years and proceeded to establish a first-rate livestock and dairy ranch on holdings amounting to 2,000 acres near Cape Blanco, a short distance from the Sixes River.

Hughes married Jane O'Neil. Some, or possibly all of their seven children were born in Curry County. They included Edward T., Thomas P., Francis J., *James S. (born Curry County February 10, 1863), John C., Alice J. and Mary E. Hughes.

Being of Catholic faith, Hughes and others built a small church near the Hughes home on Cape Blanco. The church was still standing in 1952, but in dilapidated condition. Hughes, apparently a naturalized citizen, was a Republican and served several terms as Curry County Commissioner. He died in 1901 at the age of 87.

In 1870 the Government constructed Cape Blanco Light, which is considered the most westerly light on the mainland of the United States. It was reported in 1898 that *James S. Hughes, farmer, was at the time Keeper of the Cape Blanco Light.

Sources are cited below in the event that further information is required.

Dodge, Orvil, Pioneer History of Coos and Curry Counties (Salem: Capital Printing Co., 1898), appendix, page 49.

Peterson, Emil R., and Powers, Alfred, A Century of Coos and Curry (Portland: Binfords and Mort, 1952), 542.

Walling, A. G., History of Southern Oregon (Portland: A. G. Walling, 1884), 530.

Elisabeth Walton
Park Historian

NOTED
E. S. HUNTER

HISTORY

—OF—

SOUTHERN OREGON,

COMPRISING

JACKSON, JOSEPHINE, DOUGLAS, CURRY AND COOS

COUNTIES,

COMPILED FROM THE MOST AUTHENTIC SOURCES.

PUBLISHED BY

A. G. WALLING,

1884.

PORTLAND, OREGON:
PRINTING AND LITHOGRAPHING HOUSE OF A. G. WALLING, CORNER FIRST AND ASH STREETS.
1884.

two sisters and three brothers, started with ox teams for Oregon, and arrived at The Dalles October 7, and from there came direct to Douglas county. Locating at Winchester he engaged in farming, and for two years was a partner with Mr. John Aikin, Sr., in a ferry at that place. About 1868 Mr. Gillam purchased a farm of 700 acres in Garden valley, where he resided until 1880, when he leased his farm and removed to the town of Wilbur, induced to do so to secure the advantages of a better school. Purchasing some twenty-five acres of land adjoining the town, he built a beautiful residence, where he now lives. A view of his dwelling will be found in this volume. Mr. Gillam was married Sept. 15, 1859, to Miss Elizabeth Ingram. They have four children: James C., Minnie L., John and Emily.

JOHN L. GRUBB--a view of whose residence is placed among the illustrations of this work--was born in Louisa county, Iowa. When but a small boy, Mr. Grubb emigrated with his parents, in 1852, to Jackson county, Oregon. On attaining his majority our subject engaged in farming for himself, to which he has since added stock raising. The latter pursuit he is now largely engaged in on his farm near Jacksonville.

GEORGE V. GURNEY. The subject of this sketch, who in partnership with his brother, J. W. Gurney, owns and operates the sawmill, a sketch of which appears in this work, known by the name of Gurney mill, which is situated on Bear creek in Ten-mile valley, Douglas county, was born in Lee county, Iowa, on December 22, 1851. At the age of seven years he was taken to Oregon and settled among the first arrivals in the district of Ten-mile. Mr. Gurney was married January 1, 1876, to Miss Jane Fisher. Mr. Gurney, by the exercise of industry, enterprise and good judgment, has acquired a first-rate financial standing among the people of Ten-mile, and has done much to develop the resources of that section. He possesses, in addition to the mill property, a farm of 280 acres. Mrs. E. Gurney, the revered mother of the above named gentleman, now resides a mile distant from the mill. An elegant illustration of her well cultivated homestead appears herein. This farm may be said to be one of the principal ornaments in the vicinity of Ten-mile.

HON. BINGER HERMAN.—Mr. Herman was born in Lonaconing, Pennsylvania, in 1843. The son of that Dr. Henry Herman, who, as narrated elsewhere in this work, founded the colony of Baltimore immigrants on the headwaters of the Coquille. The son received a suitable education at various country schools, and at the Irving college in Winchester, Md., graduating from the latter institution at the age of seventeen. In 1859 the Hermans set out with about twenty other families, like themselves of German descent, and after a long voyage came to Port Orford, and eventually found their way to the fertile and beautiful country about the south fork of the Coquille, and there located permanently, colonizing the region and doing their utmost to bring out its capabilities. Binger Herman, in 1860, being then eighteen years old, opened a school for the instruction of the neighboring youth, it being the first ever established in the Coquille valley. A short time later we find him pursuing his profession of teaching in Yoncalla valley, and in Canyonville. Successful as a teacher, he was not satisfied with the inducements the pursuit offered, and in 1865 he turned to the profession of the law and began preparation for that arduous yet successful career which he has since followed. In 1866, he was admitted to the bar, and in the same year received his first civic honor in being elected to the lower branch of the legislature of Oregon. Shortly after, Mr. Herman proceeded to San Francisco and entered the law office of Hon. John B. Felton, the great civil lawyer, and continued there his studies in jurisprudence, with the greatest profit. In 1868 he was elected joint senator for Douglas, Coos and Curry counties, and three years later was appointed by the president Receiver of the Roseburg land office. This position he held for two years, relinquishing it to enter upon the practice of the law at Roseburg, which he has since pursued with success and an increasing reputation. Mr. Herman was married in Douglas county in 1868, to Miss Flora Tibbetts. They have four children: Cyrus, Schiller, Milton and Mabel.

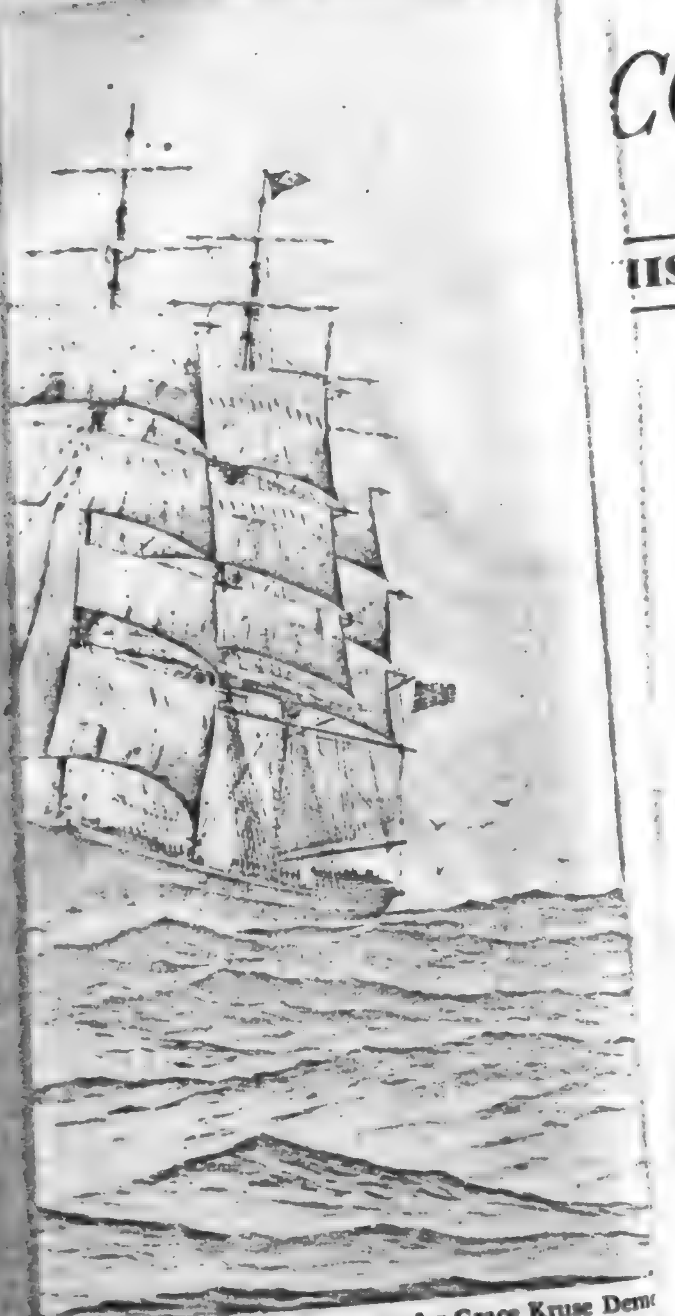
PATRICK HUGHES. The subject of this sketch is a native of Ireland, and at the age of seventeen years emigrated to America, locating in Massachusetts. He came to California in 1856, where he engaged in mining until 1857. He then came to Oregon and located on his present ranch, now consisting of two thousand acres, where he is largely engaged in the stock and dairy business, near Cape Blanco Light House, and a short distance from Sixes river. Mr. Hughes is married and has seven children: Edward T., James S., John C., Thomas P., Francis J., Alice J. and Mary E.

HENRY JONES was born in Preble county, Ohio, April 27, 1827, and there resided until 1852, when he came across the plains to Oregon direct to Douglas county and engaged in agriculture and stock raising on the farm where he resides, now consisting of 680 acres, located on Myrtle creek, three miles from the town of Myrtle Creek. A view of this fine farm will be found among the illustrations in this work. Mr. Jones is a gentleman highly respected in the community where he lives.

JOSEPH JONES; this well known farmer of Looking-glass district, a view of whose handsome residence appears in this work, is a native of Gurnsey county, Ohio, and was born February 20, 1840. When but eight years of age his parents started to cross the plains to the Pacific coast, but on arriving in Marion county, Indiana, were persuaded by relatives to discontinue their trip and remain in the latter named county. Mr. Jones' father then located on a farm on which they resided for four years. April, 1852, he, with his parents and six sisters, again started to complete their interrupted trip. When near Fort Laramie the family sustained an irrepairable loss in the death of the mother. They finally proceeded on their way and arrived in Portland in November. After a short residence our subject started for Astoria where he remained two years. In the spring of 1855, came to Douglas county, where he has since resided with the exception of four years from 1862 to 1866 spent in the mines of Idaho. On his return Mr. Jones again took up farming and in the fall of 1881 purchased his present beautiful and highly valuable farm located on Looking-glass creek, three miles from the town of Looking-glass, where he now resides, highly esteemed by his neighbors and the people of the county in general. Mr. Jones, was united in marriage, in the French Settlement, October 27, 1867, to Miss Roena Wright, daughter of John W. Wright, a highly respected citizen of Douglas county. They have a family of six children, viz: Joseph E., Emma, John M., Ralph, Sarah R. and Elizabeth.

HENRY KLIPPEL; born in Germany, December 11, 1833. His parents brought him to America when four years old, and settled at Cincinnati, Ohio. His father died here and the family moved to St. Joseph, Mo. In 1851, Mr. Klippel crossed the plains to Oregon, arriving August 16th, of that year. After remaining in the Willamette valley about six weeks, he came across the state to Yreka with a gentleman who was going to that place; arriving in the fall. Here he mined during the winter

RN SHORE



Painted by W. S. Stephenson for Grace Kruse Dem

rth Bend in 1874, the fastest clipper ship of
rpool in 97 days. R. W. Simpson drew the
ned the hull, and John Kruse built her. See
age of North Bend pictures.

A CENTURY OF COOS and CURRY

HISTORY OF SOUTHWEST OREGON

By
EMIL R. PETERSON
AND
ALFRED POWERS

ASSISTED BY MANY HANDS

COOS-CURRY PIONEER AND HISTORICAL ASSOCIATION
COQUILLE

1952

BINFORDS & MORT, PUBLISHERS
PORTLAND, OREGON

A., Elmer, Harry, Dairying and general farming. Died 1917; Mrs. Holverstott 1926.

Homme, William E., b. Wisconsin 1871. To Coos 1907; started town of Cooston. Built several houses there and served as postmaster. Married Laura Nass 1903. Children: Frances, Chester, Cooston; Franklin.

Hongell, Herman, b. Finland 1872. To Coos 1888. Worked in logging camps and shipyards. Married Olga Pederson. One son, Nels Andrew.

Hooton, A. O., b. Indiana 1867; to Bridge, Coos County about 1890; farmer. Married Zua Hill 1895. Four daughters: Lou, Maude, Dorothy, Edna.

Hooton, M. A., b. 1864; to Coos 1890. Married Callie Belle Easter 1891. Children: Arthur, Ann. Taught school in Coos and Douglas counties; settled late in Coquille. Died 1935.

Horsfall, Lyda A., b. Coos River, daughter of Jasper A. and Marian A. (Rogers) Yoakam. Graduated from University of Oregon; taught school in Marshfield; married Dr. William Horsfall 1896. Children: William Jr. (deceased), George, a colonel in U. S. Army Medical Corps; Marian, a California teacher and president of California State Teachers Association two terms. Mrs. Horsfall gave private lessons in vocal and instrumental music in Marshfield many years; organized and directed the Chamande Club, a musical group of local women. Long and actively associated with the D. A. R., at different times holding national offices in that organization.

Horsfall, Dr. William. (See chapter on Early Doctors).

Houser, Evander, b. South Carolina. To Coos 1879; settled near present site of Bridge. Married Sarah Potter. Children: Mary, J. G., Maggie, Florence, Laura, Finas, Inez, Edna, Josie.

Houser, J. G., b. North Carolina 1871. To Coos 1879 with parents. Remained at home until 1895, when he married Josie Pierce. Children: Harry, Edith, Archie, Olis, Virgie, Clara. Followed logging and later farming on his own place near Bridge.

Hudson, Shadrach, b. Michigan 1830. Served in Rouge River Indian War 1855-1856. Married Ann Williams 1868. One child, Mary C. To Curry 1877; followed mining until he had misfortune to lose arm and then retired from active work.

Hughes, James, b. Curry County 1863. Married Laura McMullen 1889. Followed farming in early life and later was keeper of Cape Blanco lighthouse. Had considerable property in Curry County.

Hughes, Patrick, b. Ireland 1831; to U. S. 1831; crossed plains with ox teams; mined gold in Curry nine years; developed and operated one of Curry County's finest livestock and dairy farms. Married Jane O'Neil. Children: Edward, Thomas, Francis, James, Rev. John C., Alice. Catholics. He and others built a small church near his home on Cape Blanco; church still standing 1952 but delapidated and neglected. Staunch Republican; commissioner of Curry County several terms Died 1901.

Huling, D. A., b. Ohio 1841. To Coos 1890. Settled at Myrtle Point. In hardware business with R. W. Lundy. Married Mary A. McAffee. Children: Mattie and C. E.

Hull, Felix, b. Indiana 1854. To Coos 1888. Married Mary Bellman 1879. She died 1918. Married Cora V. Richardson 1921. General farming and dairying. Retired and moved to Bandon 1930. Died 1950. Well known up and down Coquille River valley for his fair dealings| Did many days of hard work hewing his farm out of wilderness.

Hull, Wm. H., b. Indiana 1840; Civil War veteran. To Coos 1890; farmed and operated dairy in Coquille Valley; helped to organize and was president of the Coquille Valley Cooperative Creamery 1911. Married Kate Alexander 1872. Children: Ina, Clark, Thomas, William Jr.

Huntley, Jeremiah, b. Ohio 1845; to Gold Beach 1870; mined black sands; county school superintendent; studied law; admitted to Oregon bar; office in Gold Beach. Married Hattie Caffin 1868. Children: Jennie, Edna, Alma Harry G.; Floyd. Mason.

I

Indians — six little boys. At Port
Mrs. William Tichenor's door. He
his stomach. She mixed him a spo
Next day Jim and another little
With faces contorted and backs be
hiyu pain. Mrs. Tichenor admin
Next day came Jim with five littl
aches in their stomachs. She do
spoonfuls of camphor and sugar.
the last time they could expect to

Idles, John. One of the persons killed in 1856 by the Rogue River Indians in the Whalehead Massacre, about 18 miles south of Gold Beach. For him and the others in that early conflict history has done little more than put them in a list, except Agent Ben Wright and John Geisel and his sons.

Imhoff, Anthony H, a well-known carpenter in North Bend soon after the new town was started. Children: Howard, Clifford, Garfield, Marian, Fahy. The Imhoff home on north Union Avenue, built by him, is still occupied by his son Garfield. "Imhoff's," run by two of his sons, was a popular eating house in the early days of the town, being particularly known for its pies made by "Mother Lucy" Williams.

Indian Neighbors. Chief Jackson lived until about 1920 in North Bend, with his daughter Lottie (Mrs. Alex Egenoff). He was gregarious and well liked; he was always to be seen at a parade or any kind of celebration . . . Indian Tom and his wife Kate lived on the north side of Coos Bay at Jordan's Cove, with the sand dunes as a far-stretching back yard. He was a poultryman of sorts—he had a flock of domestic chickens and sold wild ducks at a dollar a dozen to the hotel at Empire. Once J. W. Bennett's hunting dogs killed one of Tom's chickens; Bennett explained to Tom that he had no money in his pocket but would leave pay for the hen at the Simpson store in North Bend. Bennett duly left the damage amount, 75 cents, but when Tom came in for it a clerk had lost his memorandum and telephoned Bennett if it was all right. When Tom was given the money, he expressed surprise that it had come so quick; he thought

it had
Gek-k
lived
About
able
gathe
about
dian
bered
'Your
Some

Ing
the fi
weekl
broth
three

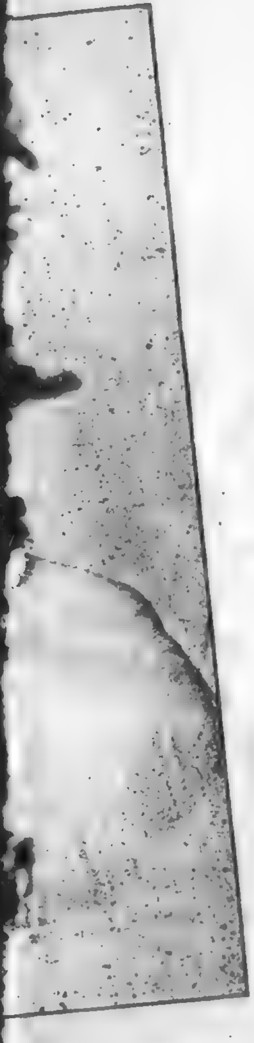
Ing
Hagl
ware
to th
the H
socia
field,
Mars
1951.

Isa
Coos
Child
G. S
Temp
died

Isn
tled
stock
1897.

Isn
Curr
Rive
ing.
Pruss

Isa
sura
stree
ing



VICK.

PIONEER HISTORY

OF

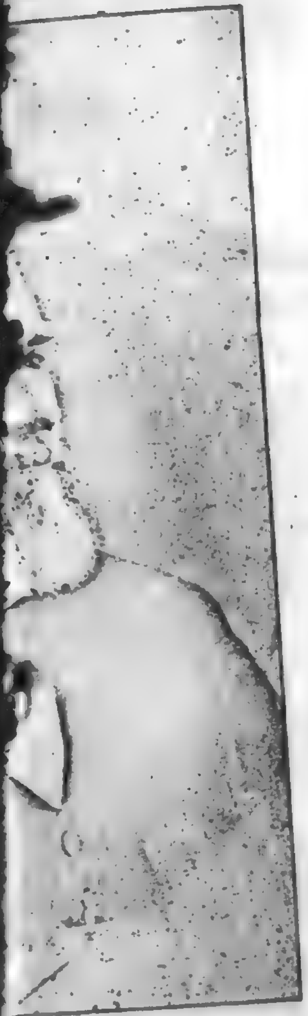
Coos and Curry Counties, Or.

Heroic Deeds and Thrilling Adventures of the Early Settlers.

Published Under the Auspices of the Pioneer
and Historical Association of Coos Co.

ORVIL DODGE, Historian.

SALEM, OREGON.
CAPITAL PRINTING CO.
1898.



ADWICK.

PIONEER HISTORY

OF

Coos and Curry Counties, Or.

Heroic Deeds and Thrilling Adventures of the Early Settlers.

Published Under the Auspices of the Pioneer
and Historical Association of Coos Co.

ORVIL DODGE, Historian.

SALEM, OREGON.
CAPITAL PRINTING CO.
1898.

Coos Co. June 26, 1875, and settled near Dora, and has lived in Coos county most of the time since. His wife's maiden name was Sary L. Prettit, born Aug. 29, 1863, in Linn Co., Or. Their children are Robert H., born March 25, 1886; Chas. R. H., Jan. 17, 1888; He is a farmer.

HAYES, BURGESS E., was born in Butte Co., Cal., Dec. 4, 1873, and came to Oregon in July, 1883. He settled on Pistol river in Curry Co., in April, 1885, and in 1896 moved to a ranch near Gold Beach. He is a rancher and stock raiser. His wife's maiden name was Elsie S. Snodgrass, born in Curry Co. July 17, 1879.

HUNT, S. N. B., of Bandon, is a lumberman and a skilled carpenter. He was employed on the government works at the mouth of the Coquille river in 1895, as driller, which he followed for three years. His wife's maiden name was Cynthia A. Hayes, born in Washington Ter., Oct. 8, 1855. Their children are Erma E., born Mar. 20. 188; Addie G., June 17, 1801; Avis M., born May 30, 1895.

HOUSETH, IVER, was born in Norway, Feb. 15, 1841, and came to Curry Co. in June, 1883, and settled on a farm one mile from Chetco river, and resides there still. He is a farmer and stock raiser. His wife's maiden name was Johanna Eide, born in Norway, Nov. 15, 1840.

HUGHES, GEORGE W., was born in Kloty Co., Ohio, Nov. 24, 1830, and came to Oregon in July, 1858. He arrived in Curry Co., Aug. 1, 1888, and settled on a ranch nine miles from the mouthof the Chetco and still resides there. He is a miner and prospector, but the last nine years has been farming and stock raising. His wife's maiden name was Emma Wilkenson, born in Mo., and married July, 1864. They have one child, Clara; born July 20, 1865.

HULBURT, PHILO O., was born in Alleghany Co., N. Y., June 23, 1844, and came to Curry Co. in 1890, and settled at Gold Beach. His wife's maiden name was Henrietta Walkins, and they have one child.

HOOVER, AARON, was born in Miami Co., Ohio, Nov. 4, 1823, and arrived in Coos Co., Or., Jan. 11 1875 and settled at Norway, and has lived there ever since. His wife's maiden name was Christina Warner, born in

---

Miami Co., Ohio, March 25, 1824. Their children are Andrew. born April 1, 1843; Susanah, Jan. 6, 1846; Levi (deceased), April 23, 1848; F. Marion (deceased), May 25, 1850; David (deceased), Aug. 31, 1852; B. Franklin (deceased) 18 years; William H., (deceased), age 18; Eve, May 16, 1855; Willis W. A., April 15, 1862; Laura B., Oct. 27, 1864. In the year 1877 he built a saw mill at Norway, and in 1880 connected a grist mill with the same.

HOGARD, ANDREW, was born in Alborough, Denmark, March 27, 1839, and came to Coos Co., Or., in 1870, and settled at Empire City. His wife's maiden name was Fannie E. Davis, born in Yamhill Co., Or., April 10, 1855, married July 26, 1877, and their children are Annie Laura, (by former marriage), born Oct. 17, 1874; Alfred, June 27, 1879; Mabel M., April 20, 1882. He has followed mining since he came to this county. He helped open the Caledonia on the Isthmus. He now resides at Libby coal mnies.

HELLER, LOUIS, (deceased), was born in Germany, August 30, 1827, and arrived in Coos Co., Or., in October, 1869, and settled on Cherry creek, and lived there until his death, Feb. 13, 1889. His wife's maiden name was Franciska Denky, born in Germany, and their children are Chas., born Dec. 24, 1861; Louis, Oct. 22, 1872. Mr. Heller brought the first thresher and self-binder to this county.

HOUGHTON, Calvin M., was born in Maine, July 16, 1833, and came to Port Orford in 1855. He settled on Brown creek, near Langlois, and resides there still. He is a dairyman and farmer. His wife's maiden name was Mary Mexico Pitts, born in Kentucky, Sept. 22, 1849.

HURST, WILLIAM R., was born in Mo., Feb. 29, 1834, and came to Curry Co., Mar. 11, 1886, and settled on Sixes river. His wife's maiden name was Sarah J. Stover, born in Missouri June 20. 1864, married Dec. 25, 1881, and they have six children. He follows ranching and farming.

HUGHES, JAMES S., was born in Curry Co., Or., Feb. 10, 1863, and resides at Cape Blanco. His wife's maiden name was Laura McMullen, born in Windham Co., Conn., Jan. 8, 1860, maried Oct. 2, 1880, and their children are Agnes C., April 12, 1895; infant daughter, Feb. 5, 1898. He is a farmer and is now keeper of the Cape Blanco light house.

HOFFMAN, JOHN A., was born in San Francisco, California, Arpil 9, 1867, and came to Curry Co., May 18, 1890, and settled on Chetco river. His wife's maiden name was Orn F. Moore, born in Curry Co., Or., Dec., 1871, married Sept. 9, 1890, and they have one child. He owns a nice farm and resides thereon.

HUNES, SARAH J., formerly Mrs. Farris, was born in Linn Co., Or., Oct. 6, 1848, and came to Curry Co. Sept. 1, 1897, and settled at Harbor. She has four children.

HERMANN, SCHILLER B., was born in Roseburg, Or., Oct. 27, 1871, and first settled at Myrtle Point. His wife's maiden name was Katie Matthews Mason, married in Boston, Mass., Feb. 8, 1894. They have two children, Flora Eleanor, born Dec. 3, 1894; Schiller Milton, born Feb. 6, 1896.

HAMBLOCK, JOHN, was born in Germany, July 9, 1828, and came to Coos Co. in 1857, and settled near Bandon. His wife's maiden name was Jane Ann Long, born in Canada, Sept. 5, 1849, and they have four children. He is a carpenter and mill man.

HARLOCKER L., was born in Franklin Co., Ohio, and came to Coos Co., Or., in June, 1871, and settled in the Coquille valley. His wife's maiden name was Fannie J. Coke, born in Hawkins Co., Tenn., and their children are Emily, 7; Chas., 5½; Frank, 4; Edna 2½; Hugh, 10 months. He has served two terms as assessor and also two years as sheriff.

HULING, D. A., was born in Bainbridge, Ross Co., Ohio, Oct. 27, 1841, and came to Oregon Sept. 15, 1888. In August, 1890, he came to Myrtle Point, and engaged in the hardware business with R. W. Lundy. His wife's maiden name was Mary E. McAffee, and their children's names are Mattie and C. E.

HODSON, JONATHAN, was born in Indiana April 26, 1821, and came to Coos Co. Or., Nov. 5, 1859, and settled on South Coos River. His wife's maiden name was Miss Ross, sister to B. F. Ross, and their children are John M., 53; Martha J., 50; Byron M., 40; Emma, 39; Ella M., 37; Ines, 36; Wm. F., 34; Josuah V., 32; Evan R., 28.

HARDENBROOK, ABE, was born in Knox Co., Ill., Oct. 29, 1856, and ar-

RECEIVED
DEC 18 1970
FORM E-20 (4-70)
FOR FILING

8-3346
7649

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 7, 1970

SUBJECT: File No. 44261
Cape Blanco State Wayside
Cape Blanco Highway
Curry County

To: L. W. Riley
R/W Supervisor
Roseburg 97470

We have two fee appraisals on the proposed acquisition at Cape Blanco, but apparently it will be some time before we have a review figure to negotiate. A park survey crew is going to check the actual net usable acreage of the proposed taking, but this information won't be available for several weeks. The Appraisal Review Section will then be conferring with the two fee appraisers regarding a possible adjustment in their value study.

In the meantime, I would like to suggest that a negotiator contact the attorneys representing the Hughes Estate to confirm that the outstanding option on the property was exercised and, if so, the negotiator contact the new purchasers to inform them of our interest and proposed acquisition. It may be some time before we can make an offer to them, but at least they will be aware of our intentions of purchasing a substantial part of the Cape Blanco area.

Ray Wilson, Assistant
State Parks Superintendent

RW:jw

cc: Dave Moehring
Milner Mead

NOTED
E. S. HUNTER

L. V. [illegible]OONS

Area Investigation
R. I. McCosh, Assistant State Parks Supt.
L. Jacobson, Parks Planning Supervisor
G. Potter, Landscape Designer
March 18, 1969

SIXES RIVER-CAPE BLANCO AREA
Curry County

An area investigation was made of a parcel of land comprising 1879 acres contiguous to Cape Blanco and the Sixes River. This includes tidelands as well as upland ownership. The site has almost 3 miles of ocean frontage both north and south of Cape Blanco, and almost 3 miles of river frontage on the Sixes River. The existing use of the land is primarily as sheep pasture. Structures include 2 residences, one of early vintage and architectural style, and several miscellaneous sheds. The Cape Blanco road passes through the property and provides easy access.

The easterly and northwesterly portion of the area lies fairly low and somewhat swampy. Elevations vary from about 40 feet to sea level. The westerly portion lies on a higher bench of fairly uniform topography at about 200 feet elevation. The lower elevation vegetation consists mostly of alder, swamp and pasture grasses and some pine and swamp spruce. The primary vegetation types on the upper bench include spruce, pine, huckleberry, salal, and grasses.

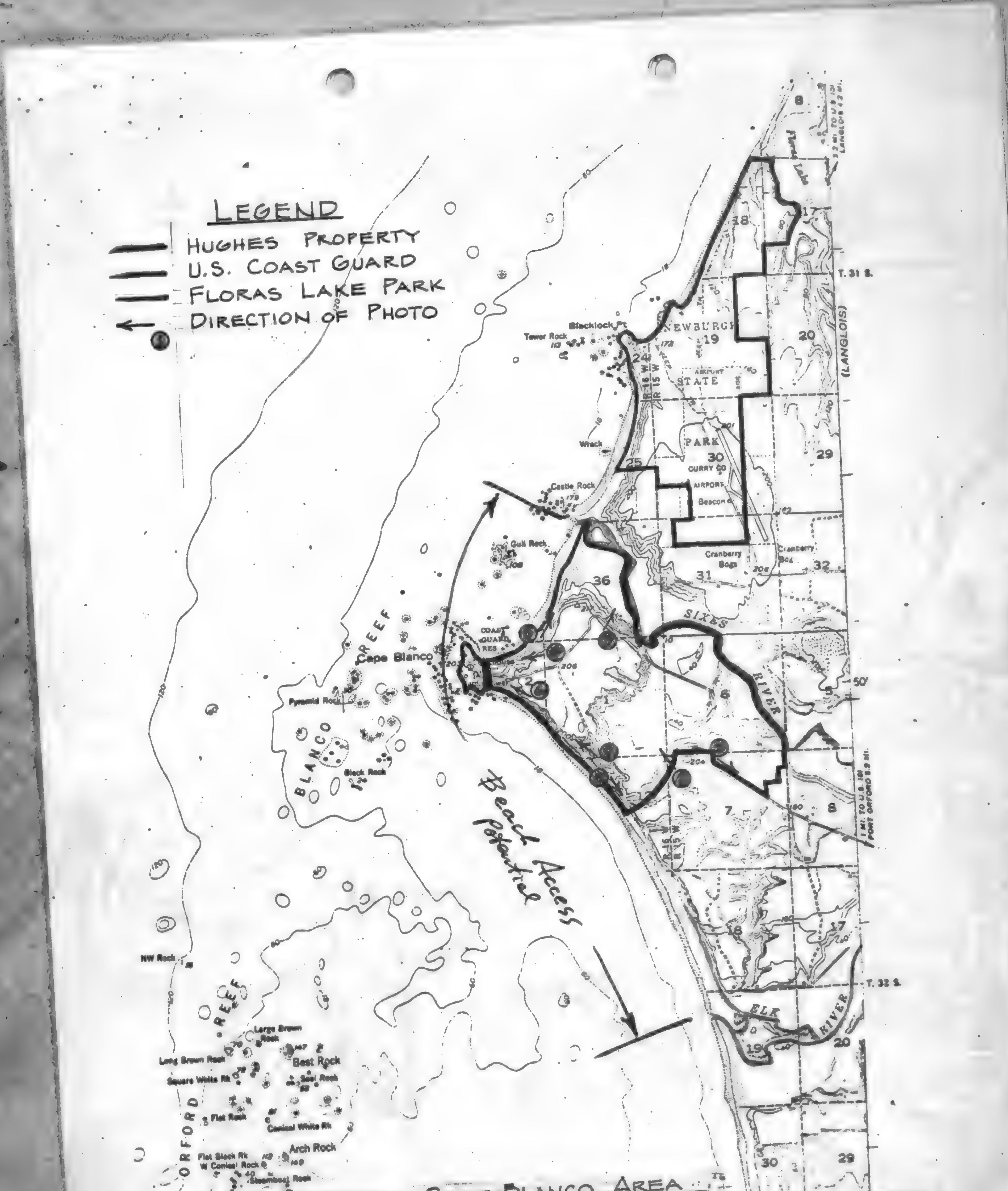
There are two primary recreational needs in this area. The master plan for Angler Access by the State Game Commission for this site shows a need for a boat launching ramp and parking area all requiring one acre plus an access easement. They also indicate a need for 300 feet of river frontage for angler access to the fall chinook, spring and fall sea-run cutthroat, and winter steelhead fisheries. An attached map shows the location.

The second recreational need in this area is for guaranteed public access to the ocean beaches on either side of Cape Blanco. The U. S. Coast Guard ownership at Cape Blanco does not extend easterly far enough to allow for trail access onto the beach because of topography limitations. In addition to beach access, the scenic views of offshore rocks, mouth of the Sixes River, and Blacklock Point to the north and Blanco Reef to the south from the Cape Blanco area are worthwhile to preserve for public enjoyment.

Other than the above listed recreational attractions, the site in general does not offer a great deal of recreational appeal. Floras Lake State Park to the north has much more to offer in recreational opportunities, unique attractions, and variety of coastal vegetation.

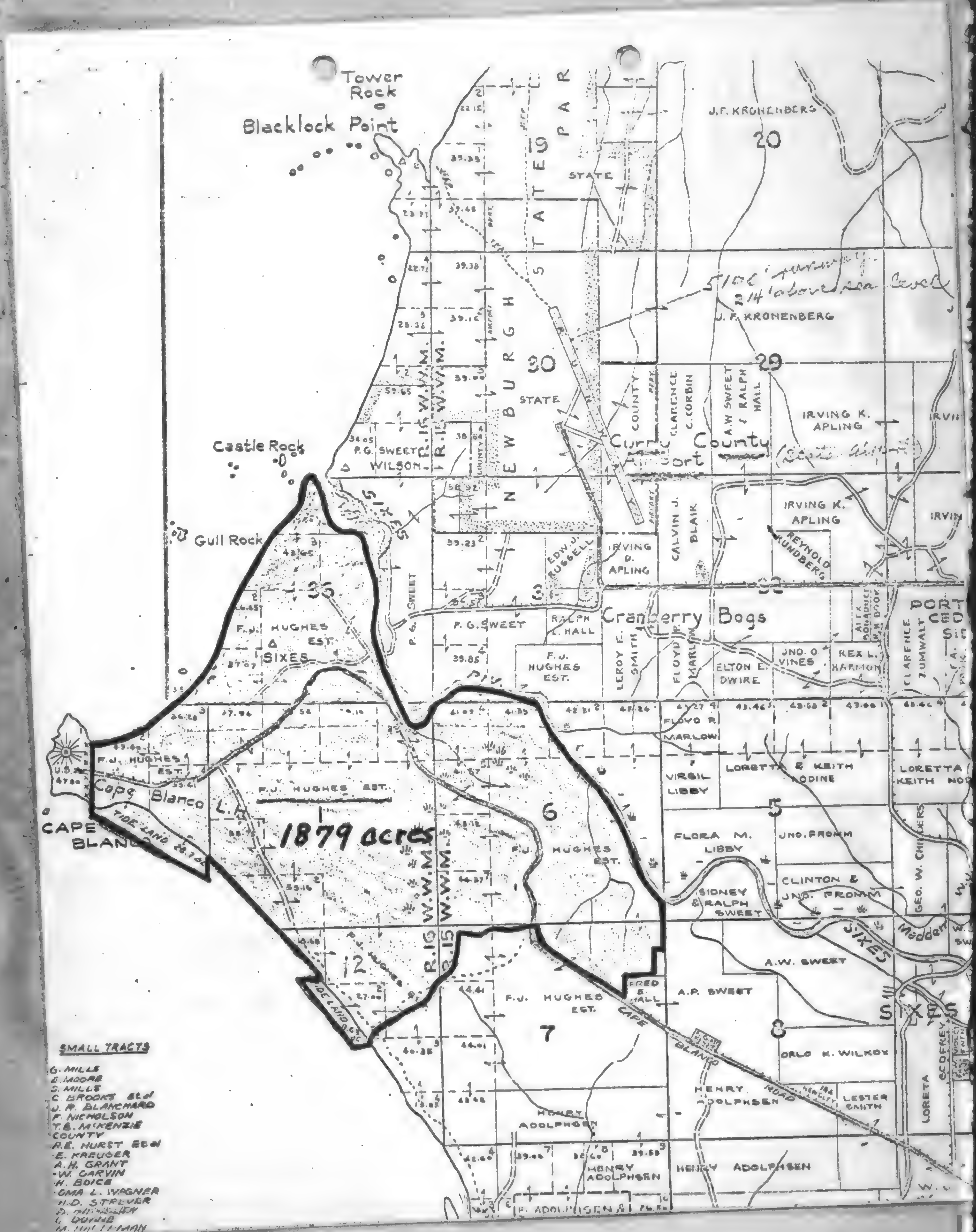
Recommendation

It is recommended that the State Parks and Recreation Division acquire sufficient land to provide access to the ocean beaches both north and south of Cape Blanco, and to preserve the scenic views for continued public enjoyment. It is also recommended that the privately owned tidelands fronting on this property be acquired.

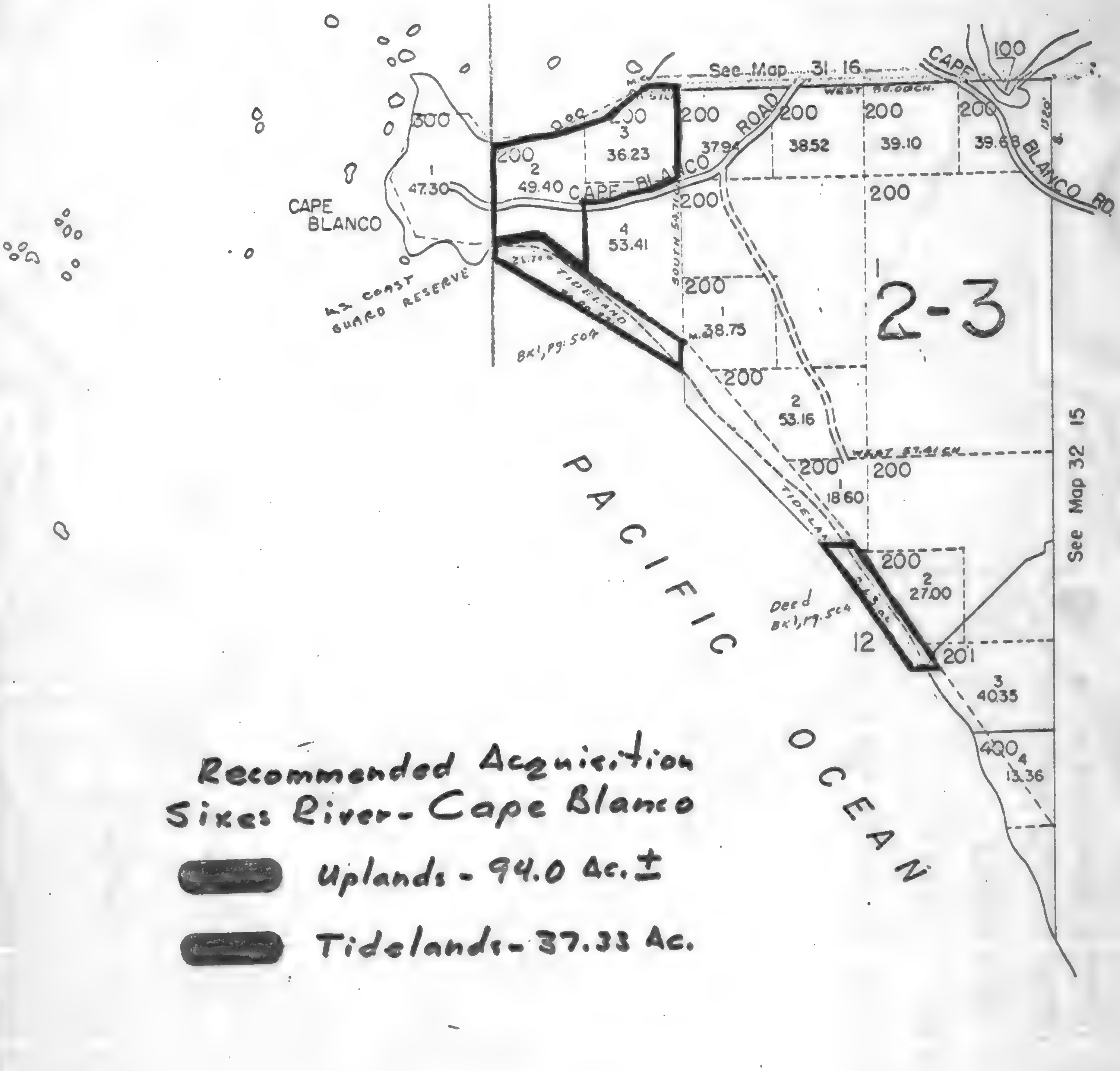


LEGEND
Hughes Property
U.S. Coast Guard
Floras Lake Park
Direction of Photo
Beach Access Potential
Tower Rock
Blacklock Pt.
Newburgh
Airport
State
Park
Curry Co
Airport
Beacon
Wreck
Castle Rock
Gull Rock
Cranberry Bogs
Cranberry Bog
Coast Guard Res
Cape Blanco
Pyramid Rock
Black Rock
Blanco Reef
Sixes River
Elk River
Orford Reef
NW Rock
Large Brown Rock
Long Brown Rock
Best Rock
Square White Rk
Seal Rock
Flat Rock
Conical White Rk
Arch Rock
Flat Black Rk
W Conical Rock
Steamboat Rock
SE Black Rock
T. 31 S.
T. 32 S.
(Langlois)
R 15 W
4736000m N.
8
17
18
19
20
24
25
29
30
31
32
36
6
7
8
17
18
19
20
29
30
31
32

Sixes River – Cape Blanco Area
Curry County
Scale 1:62,500


Tower Rock
Blacklock Point
Castle Rock
Gull Rock
Cape Blanco L.H.
CAPE BLANCO
TIDE LAND 28.74 ac
1879 acres
F.J. HUGHES EST.
SIXES
P.G. SWEET
WILSON
NEWBURGH STATE PARK
STATE
J.F. KRONENBERG
5100' runway
214' above sea level
Curry County Airport
(State airport)
COUNTY
CLARENCE C. CORBIN
A.W. SWEET & RALPH HALL
IRVING K. APLING
CALVIN J. BLAIR
EDW. J. RUSSELL
IRVING D. APLING
REYNOLD RUNDBERG
Cranberry Bogs
RALPH L. HALL
LEROY E. SMITH
FLOYD MARLOW
ELTON E. DWIRE
JNO. O. VINES
REX L. HARMON
CLARENCE ZUMWALT
PORT ORFORD CEDAR
FLOYD R. MARLOW
VIRGIL LIBBY
LORETTA & KEITH NODINE
FLORA M. LIBBY
JNO. FROMM
SIDNEY & RALPH SWEET
CLINTON & JNO. FROMM
GEO. W. CHILDERS
A.W. SWEET
A.P. SWEET
FRED E. HALL
CAPE BLANCO ROAD
SIXES RIV.
HENRY ADOLPHSEN
ORLO K. WILKOX
LESTER SMITH
LORETA
GODFREY
F. ADOLPHSEN
R.15 W.W.M.
R.14 W.W.M.
19
20
29
30
32
35
5
6
7
8
12
SMALL TRACTS
G. MILLS
E. MOORE
S. MILLS
C. BROOKS et al
J. R. BLANCHARD
F. NICHOLSON
T.B. McKENZIE
COUNTY
R.E. HURST et al
E. KREUGER
A.H. GRANT
W. GARVIN
H. BOICE
OMA L. WAGNER
H.D. STREVER
C. DUNNE

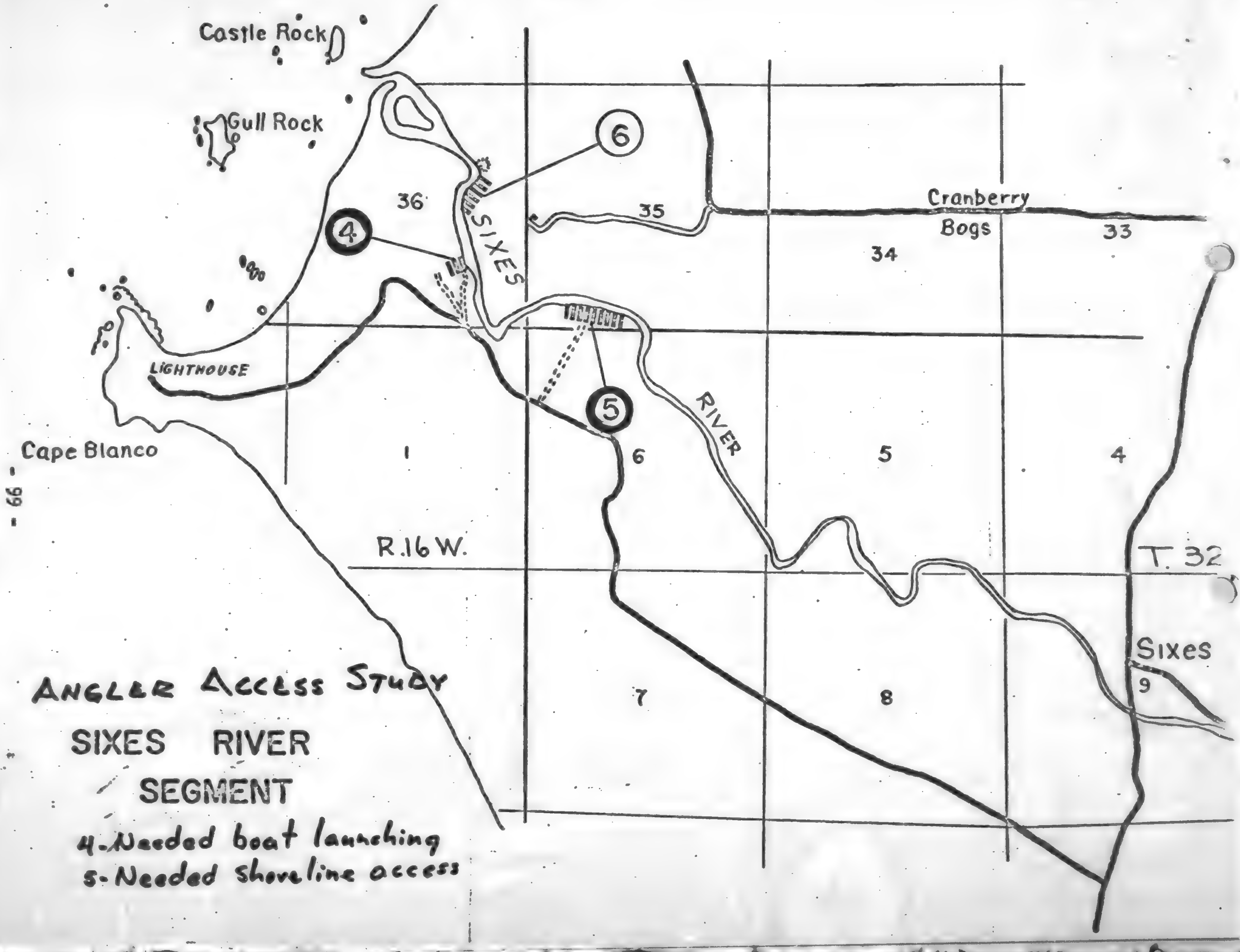
T.32S. R.16W.W.M.
CURRY COUNTY
1" = 2000'


See Map 31 16
CAPE BLANCO RD.
100
300
1
47.30
200
2
49.40
200
3
36.23
4
53.41
CAPE BLANCO ROAD
200
37.94
200
38.52
200
39.10
200
39.68
200
200
CAPE BLANCO
U.S. COAST GUARD RESERVE
TIDELAND
BK1, Pg: 504
200
1
38.75
200
2
53.16
200
1
18.60
200
2-3
TIDELAND
200
2
27.00
Deed BK1, Pg. 504
12
201
3
40.35
400
4
13.36
PACIFIC OCEAN
See Map 32 15

Recommended Acquisition
Sixes River - Cape Blanco

▬ Uplands - 94.0 Ac. ±

▬ Tidelands - 37.33 Ac.


Castle Rock
Gull Rock
Cape Blanco
LIGHTHOUSE
SIXES
RIVER
Cranberry Bogs
Sixes
R.16 W.
T. 32
36
35
34
33
1
6
5
4
7
8
9
④
⑤
⑥

ANGLER ACCESS STUDY

SIXES RIVER SEGMENT

4-Needed boat launching
5-Needed shoreline access

Initial contact to Mr. Talbot was made regarding the Sixes River-Cape Blanco Area by the person listed below.

HUDSON REALTORS

COMMERCIAL
INDUSTRIAL

Jack Hudson

TELEPHONE 267-7083
AREA CODE 503

4TH AND ANDERSON
COOS BAY, OREGON 97420

S-SU-31(8) Patterson St.-Malin Jct. Sec. 1971
of Kla. Falls-Lakeview Hwy., SE of
#7650 Kla. Falls (Grad., pav., sign.)

CGA 4298 9-9-71
CXA 4377 11-29-71

Claim 4810 #7650

files

FILED
JUL 25 1973
CLAY MYERS
SECRETARY OF STATE

Kosta and Brant
Attorneys at Law
325 Main Street
Klamath Falls, Oregon 97601

M. L. Kosta
Michael L. Brant

Telephone
(503) 88[illegible]-4653

RECEIVED
JUL 25 [illegible] AM '73
[illegible]ERS
SECRETARY OF STATE

July 23, 1973

Secretary of State
State of Oregon
Department of State
Salem, Oregon 97310

RE: Portland Concrete Construction, Inc.
v. Klamath Rock Products

Dear Sir:

Enclosed for filing pursuant to ORS 279.528 is a notice of claimant's loss.

Very truly yours,

KOSTA AND BRANT

Michael L. Brant

Michael L. Brant

MLB:ncmc
Enclosure: Notice

Bond 4513

FILED
JUL 25 1973
CLAY MYERS
SECRETARY OF STATE

NOTICE

DATED: July 24, 1973

TO: Secretary of State
State of Oregon
Department of State
Salem, Oregon 97310

Notice is hereby given that the undersigned, V. G. Van Bergen, Vice-President of Portland Concrete Construction, Inc., has a claim for material and labor furnished and performed by Portland Concrete Construction, Inc. for Klamath Rock Products, more fully described as follows:

27	G1 Inlets @ $175 each	$ 4,725.00
1	CG2 Inlet	220.00
8	D Inlets @ $175	1,400.00
2	G2MA price agreements @ $275	550.00
	4019.72 S.Y. sidewalk @ $4.80/S.Y.	19,294.66
	1652.28 S.Y. driveway @ $7.20/S.Y.	11,896.42
	330.32 C.Y. curb @ $62.90/C.Y.	20,777.13
	extra move on job	100.00
16 hrs.	Labor, patching @ $7.30/hr.	131.40
18 hrs.	Fringe benefits @ 74¢/hr.	13.32
	Payroll taxes and overhead	32.85
	Subsistence	30.00
		$59,170.78
	Credit, checks received	52,430.17
		$ 6,740.61

in the sum of $6,740.61 against the bond taken from Argonaut Insurance Companies for the work of an Oregon State Highway Division contract No. 7650 for work performed under contract executed on the 20th day of October, 1971 between Klamath Rock Products and the state of Oregon through the Oregon State Highway Division for construction of Patterson Street-Malin Junction section of the Klamath Falls-Lakeview highway.

PORTLAND CONCRETE CONSTRUCTION, INC.

By V. G. Van Bergen
Vice-President

7650

July 9, 1974

Mr. William P. Brandsness
Vandenberg and Brandsness
Attorneys at Law
411 Pine Street
Klamath Falls, OR 97601

548-J

Dear Mr. Brandsness:

Reference is made to your recent letter concerning Klamath Rock Products, Contract No. 7650, for grading, paving and signing on the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

Our records indicate that Portland Concrete Construction, Inc., filed a claim in the amount of $6,740.61 against this contract. Attached is a copy of the Notice of Claim which was filed by Kosta and Brant, Attorneys at Law, in Klamath Falls.

Very truly yours,

ORIGINAL SIGNED BY
A. E. JOHNSON
ja

A. E. Johnson
Deputy State Highway Engineer

Attachment

bc F. B. Klaboe
H. S. Coulter (enc.)
C. T. Keasey "
L. W. Rulien "
V. E. Skoog "
Cecil Head

CWH:fkn ja

Claim 4813

FILED
JUL 25 1973
CLAY MYERS
SECRETARY OF STATE

NOTICE

DATED: July 24, 1973

TO: Secretary of State
State of Oregon
Department of State
Salem, Oregon 97310

Notice is hereby given that the undersigned, V. G. Van Bergen, Vice-President of Portland Concrete Construction, Inc., has a claim for material and labor furnished and performed by Portland Concrete Construction, Inc. for Klamath Rock Products, more fully described as follows:

27	G1 Inlets @ $175 each	$ 4,725.00
1	CG2 Inlet	220.00
8	D Inlets @ $175	1,400.00
2	G2MA price agreements @ $275	550.00
	4019.72 S.Y. sidewalk @ $4.80/S.Y.	19,294.66
	1652.28 S.Y. driveway @ $7.20/S.Y.	11,896.42
	330.32 C.Y. curb @ $62.90/C.Y.	20,777.13
	extra move on job	100.00
16 hrs.	Labor, patching @ $7.30/hr.	131.40
18 hrs.	Fringe benefits @ 74¢/hr.	13.32
	Payroll taxes and overhead	32.85
	Subsistence	30.00
		$59,170.78
	Credit, checks received	52,430.17
		$ 6,740.61

in the sum of $6,740.61 against the bond taken from Argonaut Insurance Companies for the work of an Oregon State Highway Division contract No. 7650 for work performed under contract executed on the 20th day of October, 1971 between Klamath Rock Products and the state of Oregon through the Oregon State Highway Division for construction of Patterson Street-Malin Junction section of the Klamath Falls-Lakeview highway.

PORTLAND CONCRETE CONSTRUCTION, INC.

By ______________ Vice-President

VANDENBERG AND BRANDSNESS
ATTORNEYS AT LAW
411 PINE STREET
KLAMATH FALLS, OREGON 97601
TELEPHONE 503/882-5501

July 1, 1974

RECEIVED
STATE HWY ENGR
JUL 2 '74
REFER TO
Cee Head
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

NOTED
A. E. JOHNSON

State Highway Commission
Salem,
Oregon

Re: Contract No. 7650

Gentlemen:

Please be advised that I represent Bud Stump Pipleline and Excavation Co., an Oregon corporation, which was a sub-contactor of Pacific Crushing Company, an Oregon corporation, dba Klamath Rock Products, which corporation did the work under Contract No. 7650 for the State Highway Department.

A claim is being made by Portland Concrete Construction Co., Inc. an Oregon corporation, which was a sub-contractor of Bud Stump Pipeline and Excavation Co. under the bond of Argonaut Insurance Company. I do not have any evidence in my file that Portland Concrete Construction Company filed the claim with the State Highway Commission or the Secretary of State under the provisions of ORS 279.528. ✓

I would appreciate it very much if you would notify me if such a filing was made and send me a copy of the filing. Any expense in this matter will be paid through this office. ✓

Very truly yours,

VANDENBERG & BRANDSNESS

William P. Brand

William P. Brandsness

WPB:ms

cc. Secretary of State

NOTED
C. W. HEAD

7650 STATE COPY 5

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-4-73

RECEIVED
6 1973
Office of
Assistant State Highway Engineer

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
S-SU-31(8)	Klamath	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of roadbed grading, lime treated subgrade, plant-mix bituminous base and asphalt cement surfacing, construction of concrete box culverts, retaining walls, curbs and walks, and permanent highway signing on the Klamath Falls-Lakeview Highway 2 miles southeast of the City of Klamath Falls in Klamath County.

COPY SENT
DEC 04 1973
REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Klamath Rock Products	$ 747,548.85

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) R. D. Asbury

NOTED
H. C. COULTER

TITLE Asst. Office Engr

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
STATE HWY ENGR
DEC 5 '73
REFER TO
FOR
Info
O/R
Com
Act
File

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 73.5 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6203	1.107	73.5	X028	0.004
[illegible]031				

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
D. B. Carter, Ass't Area Engineer	December 19, 1972

12. IN COMPANY WITH
E. J. Dunn, OSHD Resident Engineer

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		16. SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
14. TITLE Area Engineer	15. DATE 11/29/73	17. TITLE District Engineer	18. DATE DEC 04 1973

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

cc: L. H. Young
Construction
12-6-73

7650

September 25, 1973

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen

On August 24, 1973, we wrote to you concerning release of final payment on Contract No. 7650 awarded to Klamath Rock Products for work on the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

Final payment on this contract is $5,000 and the total contract amount is $779,097.67 including $11,233.92 for work performed under force account.

Very truly yours,

C. W. Hood, Manager
administrative services

ks

cc Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn Dick Haeck
J. F. Putnam

7650

September 18, 1973

Concrete Products, Inc.
P.O. Box 1868
Klamath Falls, Oregon 97601

Attention: Douglas M. Stiles
General Manager

Gentlemen:

This is to acknowledge your letter of September 14 advising us that your claim against Klamath Rock Products (Contract No. 7650) has been satisfied.

We will note our records accordingly and notify all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Klamath Rock Products
P.O. Box 1180
Klamath Falls, Oregon 97601

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

NOTED ON CARD
9-18-73
fn

RMG:fkn

CONCRETE PRODUCTS, INC.

BATCH PLA[illegible] LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

September 14,1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: C.W. Head

Dear Mr. Head,

This is to inform you tat our claim of January 10, 1973 against Klamath Rock Products as primary or Bud Stump as the sub, has been settles, and we would now like to cancel that claim.

Very Truly yours,

Douglas M. Stiles

Douglas M. Stiles
General Manager

RECEIVED
SEP 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

7650

5

August 24, 1973

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7650 awarded to Klamath Rock Products, for work on Patterson Street-Malin Junction Section of Klamath Falls-Lakeview Highway in Klamath County, was completed on November 11, 1972, and accepted by the Transportation Commission on August 20, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 29, 1973.

You have been previously notified of claims filed against the contract.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

tlm

cc: Klamath Rock Products
P. O. Box 1150
Klamath Falls, Oregon 97601

C. T. Kessey
Walt Hart
V. E. Skoog Attn: Dick Hacek
J. F Putnam

7650

5

August 22, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7650, Work Completed November 11, 1972

Project Patterson St. - Malin Jct.

Highway Klamath Falls-Lakeview, County Klamath

Type of Work Grading, Paving and Signing

Contractor Klamath Rock Products

Recommended Acceptance Date August 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7650

NOTED ON CARD
8-1-73

August 1, 1973

Kosta and Brant
Attorneys at Law
325 Main Street
Klamath Falls, Oregon 97601

Attention: Michael L. Brant

Gentlemen:

The Secretary of State's Office on July 25, has notified us of your client's (Portland Concrete Construction, Inc.) claim against Klamath Rock Products in the amount of $6,740.61.

This appears to be in reference to the Klamath Rock Products Contract No. 7650 for work on the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025, furnished the performance bond on this contract. We will notify them of the receipt of this letter.

Please let us know when your client's claim has been paid.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

~~RMG~~:ks
cc Argonaut Insurance Company
Klamath Rock Products

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

July 25, 1973

Russ

COPY

Kosta and Brant
Attorneys at Law
325 Main Street
Klamath Falls, Oregon 97601

Attention: Michael L. Brant

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Portland Concrete Construction, Inc.
Surety Company: Argonaut Insurance Company
Principal: Klamath Rock Products
Amount of Claim: $6,740.61
Job: Oregon State Highway Division contract No. 7650 - Patterson Street-Malin Junction section of the Klamath Falls-Lakeview highway.

This has been filed as of the date of this letter and assigned file number 4810.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: C. W. Head
Highway Division

NOTED
C. W. HEAD

RECEIVED
JUL 27 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7650 STATE COPY 5

MONTHLY TRANSACTION NUMBER 7-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Klamath
MODIFICATION NUMBER 1	(PPM 21-7) 7-20-73	PROJECT NUMBER S-SU-31(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 22, 1971, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 897,216	$ 921,153
Federal Funds	$ 570,180	$ 585,390
Other revisions		

This modification is made for the following reasons:

to include cost of traffic signal installation

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _______________

____
(Title)

By _______________

____
(Title)

By Vernon W. Cumb for E. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

Oregon State Highway Division

Federal-Aid
Project No. S-SU-31(8)

PATTERSON ST.-MALIN JCT. SECTION OF THE KLAMATH FALLS-LAKEVIEW HWY. IN KLAMATH COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 145+50 to Sta. 204+16.26)
Total same as previous estimate of October 18, 1971 — $854,152.00

Type Code Y031
Traffic Signal Installation (Sta. 196)

P.A. 7 Temporary Protection and Direction of Traffic	Lump Sum	750.00
P.A. 7 Signal Installation	Lump Sum	20,340.00
	Subtotal	$ 21,090.00
	Engr. & Cont.	2,847.00
	Total	$ 23,937.00

Type Code X028
Box Culvert (Sta. 177+70.33 to Sta. 177+93.67)(Length 23.34 ft.)
Total same as previous estimate of October 18, 1971 — $ 43,064.00

Length of Raodway - - - - - 1.107 miles
Length of Box Culvert - - - 0.004 mile
Total 1.111 miles

Cost of Roadway per mile- - $771,591.69

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$854,152.00	$542,813.00	$311,339.00
Traffic Signals	23,937.00	15,210.00	8,727.00
Box Culvert	43,064.00	27,367.00	15,697.00
Total	$921,153.00	$585,390.00	$335,763.00

Prefix: 18-1019
Contract No. 7650
Group 1 = 96% G-8 = 4%

·7650·

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10-280	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Klamath
PROJECT REPORT NO. 3	10-22-71	PROJECT NO. S-SU-31(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 140 Patterson St. to Western St. (Klamath Falls)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	8-25-71	1.111
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 897,216.00	FEDERAL FUNDS $ 570,180.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ____________________

(Title)

By ____________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer OCT 22 1971

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. S-SU-31(8)

PATTERSON ST.-MALIN JCT. SECTION OF THE KLAMATH FALLS-LAKEVIEW HWY. IN KLAMATH COUNTY

Salem, Oregon, October 18, 1971

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 145+50 to Sta. 204+16.26)

Mobilization	All Required		$ 6,000.00
Temporary Protection and Direction of Traffic	All Required		17,000.00
Clearing and Grubbing	All Required		38,500.00
Removal of Structures and Obstructions	All Required		11,600.00
Ditch Excavation	140 cu.yd.	2.15	301.00
General Excavation	33,200 cu.yd.	1.10	36,520.00
Trench Excavation	2,320 cu.yd.	4.25	9,860.00
Finishing Roadbed and Slopes	All Required		3,750.00
Obliteration of Roadway	All Required		1,625.00
Furnishing and Placing Topsoil	2,560 cu.yd.	4.00	10,240.00
Watering	1,000 M-gal.	3.50	3,500.00
Bituminous Base Mixture	20,000 ton	6.00	120,000.00
Asphalt in Bituminous Base Mixture	1,100 ton	42.50	46,750.00
Aggregate Shoulders	1,400 ton	3.75	5,250.00
Lime Treated Subgrade	51,000 sq.yd.	0.45	22,950.00
Lime for Treated Subgrade	580 ton	45.00	26,100.00
Class "B" Aspahlt Concrete Mixture	7,000 ton	6.45	45,150.00
Class "C" Asphalt Concrete Mixture	6,600 ton	7.00	46,200.00
Asphalt Cement in Mixture	880 ton	42.50	37,400.00
Asphalt in Tack Coat	10 ton	100.00	1,000.00
Class "A" Concrete in Box Culverts	100 cu.yd.	157,00	15,700.00
Class "A" Concrete in Retaining Wall	24 cu.yd.	157.00	3,768.00
Reinforcement in Box Culverts	14,000 lb.	0.30	4,200.00
Reinforcement in Retaining Wall	1,300 lb.	0.25	325.00
Pipe Handrail	100 lin.ft.	5.50	550.00
Concrete Ditch Lining	2,600 sq.yd.	6.00	15,600.00
8-inch Culvert Pipe	190 lin.ft.	3.50	665.00
12-inch Culvert Pipe	250 lin.ft.	4.00	1,000.00

24-inch Culvert Pipe	140 lin.ft.	7.00	980.00
12-inch Siphon Pipe	60 lin.ft.	5.35	321.00
18-inch Siphon Pipe	270 lin.ft.	7.15	1,930.50
21-inch Siphon Pipe	150 lin.ft.	12.75	1,912.50
8-inch Irrigation Pipe	40 lin.ft.	4.05	162.00
10-inch Irrigation Pipe	460 lin.ft.	4.25	1,955.00
18-inch Irrigation Pipe	150 lin.ft.	7.60	1,140.00
8-inch Sewer Pipe	190 lin.ft.	3.50	665.00
12-inch Sewer Pipe	2,900 lin.ft.	5.35	15,515.00
15-inch Sewer Pipe	700 lin.ft.	7.50	5,250.00
18-inch Sewer Pipe	800 lin.ft.	11.75	9,400.00
24-inch Sewer Pipe	570 lin.ft.	16.00	9,120.00
Extra for Pipe Under Pavement	450 lin.ft.	7.00	3,150.00
Concrete Manholes	16 only	325.00	5,200.00
Concrete Inlets, Type G-1	26 only	350.00	9,100.00
Concrete Inlets, Type CG-1	4 only	325.00	1,300.00
Concrete Inlets, Type CG-2	1 only	340.00	340.00
Concrete Inlets, Type D	4 only	350.00	1,400.00
Concrete Siphon Boxes	8 only	540.00	4,320.00
8-inch Slide Gate With Box	1 only	345.00	345.00
12-inch Slide Gate with Box	1 only	375.00	375.00
Diversion Box, Sta. 157+82	1 only	650.00	650.00
24-inch Flap Gate with Headwall	1 only	1,200.00	1,200.00
8-inch Gate Valve with Box	1 only	450.00	450.00
10-inch Slide Gate	1 only	215.00	215.00
6-inch Drain Pipe	125 lin.ft.	2.20	275.00
8-inch Drain Pipe	340 lin.ft.	2.75	935.00
Special Filter Material in Drains	45 cu.yd.	6.50	292.50
Guard Rail, Type 1	750 lin.ft.	4.15	3,112.50
Guard Rail, Type 1A	110 lin.ft.	5.75	632.50
Guard Rail Anchors	2 only	240.00	480.00
Concrete Walks	5,400 sq.yd.	5.40	29,160.00
Concrete Driveways	1,100 sq.yd.	7.75	8,525.00
Concrete Curbs	420 cu.yd.	80.00	33,600.00
Extra for Asphalt Approaches	24 only	100.00	2,400.00
Roadside Seeding and Mulching	3 acres	750.00	2,250.00

Signing

Removal of Existing Sign Installations	All Required		350.00
Painted Wood Sign Posts	All Required		1,675.00
Sign Support Footings	All Required		1,775.00
Breakaway Sign Posts	All Required		6,375.00
Type "A" Signs in Place	844 sq.ft.	8.00	6,752.00

Type "C", "D" & "R" Signs in Place	535 sq.ft.	4.25	2,273.75
Type "E" Signs in Place	63 sq.ft.	5.35	337.05
Type "T" Signs in Place	63 sq.ft.	5.35	337.05
Type "U" Signs in Place	26 sq.ft.	6.50	169.00
			$709,606.35

Flagging (60% of Contractor's Cost)	All Required		10,000.00
Temporary Erosion Control	All Required		1,000.00
Pipe Bedding Materials	All Required		150.00
On The Job Trainees	1 only	800.00	800.00
Work By Pacific Power & Light Co.	All Required		31,000.00
			$ 42,950.00
	Subtotal		$752,556.35
	Engr. & Cont.		101,595.65
	Total		$854,152.00

Type Code X028
Box Culvert (Sta. 177+70.33 to Sta. 177+93.67) (Length 23.34 ft.)

Trench Excavation	530 cu.yd.	4.25	$ 2,252.50
Class "A" Concrete in Box Culvert	170 cu.yd.	157.00	26,690.00
Reinforcement in Box Culvert	30,000 lb.	0.30	9,000.00
	Subtotal		$ 37,942.50
	Engr. & Cont.		5,121.50
	Total		$ 43,064.00

Length of Roadway - - - - - - - - -	1.107 miles
Length of Box Culvert - - - - - - -	0.004 miles
	1.111 miles
Cost of Roadway per mile - - - -	$771,591.69

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$854,152.00	$542,813.00	$311,339.00
Culvert	43,064.00	27,367.00	15,697.00
Total	$897,216.00	$570,180.00	$327,036.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 18-1019

Contract No. 7650

Group 1 - 100%

Patterson St.-Malin Jct. Section

Oregon Project No. S-SU-31(8)

Nonparticipating State Work

Permanent Pavement Striping	All Required	$250.00
Stage Construction Striping	All Required	100.00
Adjust Mail Box Posts	All Required	500.00

7650 - - 5

5

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-3-73

FEDERAL AID PROJECT NO.: S-SU31(8)

STATE PROJECT NO.: PATTERSON STREET - MALIN JUNCTION

COUNTY NAME: KLAMATH

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: S-1065

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: JUNE 12, 1972

FEDERAL ROUTE NUMBER: SECONDARY ROUTE #410

STATE ROUTE NUMBER: KLAMATH FALLS-LAKEVIEW HIGHWAY #20

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. YOUNG'S JUNE 29, 1973 LETTER A MINOR PROGRAM CHANGE IS APPROVED ADDING TRAFFIC SIGNALS TO THE CHARACTER OF THE APPROVED WORK.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) MINOR PROGRAM CHANGE

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

7-5-73
Copy to Young

NOTED
E. S. HUNTER

Orig. - 7-5-73

RECEIVED
STATE HWY ENGR
JUL 3 73
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

DATE: 7-3-73

SIGNATURE OF APPROVING OFFICIAL: for

TITLE: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7650

5

June 29, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

7650

SUBJECT Project No. S-SU-31(8)
Patterson St.-Malin Jct. Section

We hereby request your approval of a minor program change on the subject project to include in the Character of Proposed Work "Installation of Traffic Signals at the Malin Junction Intersection".

Subsequent to the award of a contract for the construction of this project, an engineering determination was made to revise the design of the Malin Junction intersection and install traffic signals to facilitate greater movement, protection and safety of the traveling public. This is a secondary project and, under the secondary road plan, the signals would have been authorized if included in the approved program. The traffic signals have been installed by the contractor under Price Agreement No. 7, a copy of which is enclosed; however, due to a lapse in communications it has just come to our attention that your approval and authorization of a program change was not requested prior to the installation of these signals. We therefore request your retroactive approval of the minor program change and authorization to proceed with the signal installation under Price Agreement No. 7 as of June 12, 1972.

CL:bb

7650 5

FORM E-1 (REV 10-62)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Patterson St.-Malin Jct.

WEEK ENDING: December 23, 1972

SECTION PREFIX: 18-1019

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

NAME OF JOB: Patterson St.-Malin Jct.

KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: Klamath Rock Products

CONTRACT NUMBER: 7650

FEDERAL AID PROJECT NUMBER: S-SU-31 (8)

DATE OF CONTRACT: October 4, 1971

DATE WORK STARTED: November 22, 1971

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: -   SUPERVISION: -

SPECIFIED WORK DAYS / SPECIFIED Work ~~CALENDAR DAYS~~: 285

WORK DAYS USED / Work ~~CALENDAR DAYS~~ USED: 284

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 99.6

PROJECT AUTHORIZATION: $ 965,000.00

884,623.44

EXCLUSIVE OF ENGINEERING: $

ENGINEERING AUTHORIZATION: $ 80,376.56

Exp. this week 1,415.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.7

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 814,975.98

ENGINEERING COST TO DATE: $ 102,900.00

DATE PROJECT WAS COMPLETED: November 11, 1972

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 7.87 %

PERCENT OF AUTHORIZATION: 128 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE & Irr	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Box Cul. & Ret. Wall	Misc. Conc.
						Signing 100	G.Rail & Seed 100
100	100	100	100	100	100	100	100

	GRADING	SURFACING	Bit. Base ~~MAINTENANCE MATERIALS~~ 100	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.11	1.11	1.11	1.11	1.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.11	1.11	1.11	1.11	1.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	35,760 CY	51000SY-580T	20000T-1100T	10T	13600T-880T
TOTAL QUANTITIES CORRECTED TO DATE	25,309 CY	49994SY-439T	19089T-1086T	9.83 T	13291T-863T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	" "	" "	"	" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CALENDAR WORKDAYS CAUSE OF DELAY
SUNDAY	Cloudy - Rain			-
MONDAY	Cloudy - Rain			-
TUESDAY	Overcast - Showers			-
WEDNESDAY	Rain A.M. - Cldy. Mild P.M.			-
THURSDAY	Cloudy - Rain			-
FRIDAY	Cloudy - Rain			-
SATURDAY	Cloudy - Rain			-

Routing
Keasey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
DEC 26 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	See remarks.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final was submitted to Region Office 12/21/72.

This is the last weekly report for this project.

cc: Const (3)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
FOR FILING

4756

FILED
JAN 22 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
1-23-73-KS

OREGON STATE
HIGHWAY DIVISION

7650

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1973

Red Stamp Pipeline & Excavation Co.
P. O. Box 1780
Klamath Falls, Oregon 97601

Gentlemen

This is in reply to your letter of January 11, 1973, informing us that Klamath Rock Products owes you $47,131.77 for work performed and equipment rental.

This appears to be in reference to the Klamath Rock Products Contract No. 7650 for work on the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

The Argonaut Insurance Company, 230 Middlefield Road, Menlo Park, California 94025, furnished the performance bond on this contract. We will advise them of the receipt of this claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc Argonaut Insurance Company
230 Middlefield Road
Menlo Park, California 94025

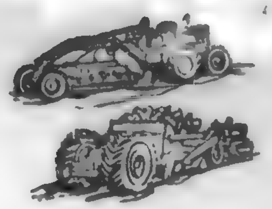
Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

STATE [illegible]

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Bud Stump Pipeline & Excavation Co.
P. O. Box 1780
Klamath Falls, Oregon 97601
Phone 503/882-3954



January 11, 1973

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Cecil Head
Oregon State Highway Dept.
State Highway Building
Salem, Oregon 97310

Re: Contract No. 7650
Bond #804454

Dear Sir:

Notice is hereby given that the undersigned, Bud Stump Pipeline & Excavation Co., has a claim in the amount of $47,151.77 for the sub-contract work performed, and equipment rental as per our approved sub-contract on O.S.H.D. Contract No. 7650.

This claim is against the bond taken from Klamath Rock Products, or an affiliate of theirs, written by Argonaut Insurance Co., 707 S. W. Washington, Portland, Oregon, for the construction of the Patterson St.-Malin Jct. project for the OregonState Highway Department.

Very truly yours,

BUD STUMP PIPELINE & EXCAVATION CO.

Orrin L. Stuempges
President

OLS/eg
cc. Argonaut Insurance Co.
Portland, Oregon

Ward Insurance Agency
149 - 12th Ave. West
Eugene, Oregon

RECEIVED
JAN 15 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AN EQUAL OPPORTUNITY EMPLOYER

5

RECEIVED

FOR FILING

4757

FILED
JAN 22 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
1-23-73 Ks

OREGON STATE
HIGHWAY DIVISION

7650

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1973

Concrete Products, Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

Attention: Douglas M. Stiles

Gentlemen:

This is to acknowledge receipt of your letter of January 10, 1973, informing us that Bud Stump (subcontractor) owes you $5,081.19.

You state this is in reference to the Klamath Rock Products Contract No. 7650 for work on the Patterson St.-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Thank you for your note stating that your claim of October 24, 1972, against Portland Concrete Construction has been settled, and that you now wish to cancel that claim.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc Argonaut Insurance Company
Klamath Rock Products

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

CONCRETE PRODUCTS, INC.

BATCH PL LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

January 10, 1973

Mr. C. W. Head
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Subject: New Highway Junction - South Sixth Street
Klamath Rock Products - Primary
Bud Stump and Portland Concrete Construction sub-contractors.

Dear Mr. Head:

Please be advised that we wish to make a claim against the payment bond of Klamath Rock Products as primary or Bud Stump as the sub for the highway job in Klamath Falls, Oregon. The amount that Bud Stump owes us is $5,081.19.

Enclosed is a copy of our letter of October 24, 1972, advising of our desire to make a claim against Portland Concrete Construction. This account has been settled, and we now wish to cancel that claim and institute this one.

If there are any forms we need to fill out or any other letters we need to write, will you please let us know so we can get this matter settled.

Thank you.

Yours truly,

CONCRETE PRODUCTS

Douglas M. Stiles

Douglas M. Stiles
General Manager

NOTED
C. W. HEAD

LEE JOHNSON
Attorney General

JAMES W. DURHAM, JR.
Deputy Attorney General

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

Trial Division

JOHN E. MOORE
Chief Trial Counsel

WALLACE CARPENTER
Assistant Chief Trial Counsel

LEONARD I. LINDAS
KEITH R. MALONEY
Assistant Attorneys General and Counsel

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
Assistant Attorneys General

November 2, 1972

Routing
✓ Keasey K
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

RECEIVED
NOV 3 1972
CONSTRUCTION SECTION

Mr. Carroll T. Keasey
Construction Engineer
State Highway Building
Salem, Oregon 97310

Re: Donaca - R44981
Complaint to Attorney General

Dear Mr. Keasey:

Enclosed please find a letter complaint dated October 20, 1972 from Mrs. Donaca to the Attorney General on the above file.

I am extremely well acquainted with the problems in this area inasmuch as I tried all of the cases involved in the first project in Klamath Falls back in 1965, and did try the condemnation case on this particular piece of property.

I am well aware of the problem with land owners in that area regarding the width of curb cuts. At the time we tried many of the condemnation cases in Klamath Falls in 1965 and '66, it was decided that curb cuts of 34 feet would be made as the people wanted them for future commercial use and as a 35 foot access was being granted, there was no sound reason why a 34 foot curb cut couldn't be made at the time of construction, rather than require the owner to come in at a later date and increase it to 34 foot at his cost when he had a legal right to do so.

This alleviated many complaints and I am sure saved the Highway Division quite a few thousand dollars in damages when we tried the cases.

In the instant case, Mrs. Donaca seems quite upset by the fact that the curb cut is only 26 feet. I don't think we have any problem as far as the top paved portion of the access goes inasmuch as it was specified as being 26 feet in the option. However, there is nothing in the option specifying how wide the curb cuts will be and the Donacas seem intent on getting as wide a curb cut as possible. If curb cuts are being made on any of the other accesses, other than the one at Station 147+55, I would appreciate your considering making the curb cuts 34 feet to get Mrs. Donaca off your back as regards this particular problem.

As regards the problem of the fence, I note from the option the following language:

> "During construction of highway and irrigation box, State to provide a temporary horse fence (48" woven - 1 strand barb) between Engineer's Station 148+18 to 150+45."

This covers about half of their frontage on the highway. The option then goes on to state:

> "After construction State to construct permanent fence (48" woven - 1 strand barb) on R/W line or easement line. Location to be determined by owners, Mr. and Mrs. Donaca."

The thing that is confusing is that the next paragraph in the option states as follows:

> "State to have right to utilize existing fence. State to fence R/W line between Engineer's Stations 146+60 to 147+80, if disturbed by construction."

It appears that Mrs. Donaca is going to keep going right up through until she gets to the Governor, unless she can be mollified to some extent, and I would appreciate as complete a report as possible on this matter so possibly something can be worked out so that no more static will be created.

In the meantime, Mr. Durham has advised Mrs. Donaca that the matter has been referred to me for investigation and that I will contact her when the investigation is complete.

If you have any questions concerning this matter, please don't hesitate to contact me.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:ebc
Enclosure

6

Klamath Falls, Oregon 97601
6320 So. 6th Street
Oct. 20, 1972

RECEIVED
OCT 24 1972
ATTORNEY GENERAL
SALEM, OREGON

Hon. Lee Johnson
Attorney General
State Office Building
Salem, Oregon 97310

Dear Mr. Johnson:

While listening to your campaign speech over KOTI-TV Sunday evening, Oct. 15th, I noted your comments in regard to consumer protection. Now I'm wondering if you would be interested in consumer protection with a new twist!

Ethically it is the same problem except that our complaint is against the State Highway Department.

We have been involved for the second time on the same property (first time in 1965) in condemnation to permit a four lane highway on S. 6th Street. In order to avoid going to a lawyer and/or court, as most property owners have done, we asked for two specific things, to wit: four 35 ft. accesses (which was one more than we were granted in 1965) and temporary instead of permanent easement. These were agreed to in what we considered binding legal documents. Therefore we settled for the sum offered without asking for one additional red cent even though we considered the amount to be "peanuts". Because we had a horse fence which had to be removed a specific size and type was agreed to as replacement. These conditions were contained in an option and warranty deed.

The results as of this date are that we have 26 ft. accesses instead of 35 ft. as specified in the warranty deed and a fence consisting of 31 inch woven wire with three strands of barb instead of 48 inch woven wire and one strand of barb as specified in the option.

Since our easement agreement is part of the warranty deed it would appear that this too, is subject to change without our knowledge or permission.

Were we just naive because we expected the Highway Division to honor legal documents which they wrote?

What do you think of this for a "consumer complaint"?

Sincerely,

Mr. and Mrs. B.H. Donaca
By: C.M. Donaca
(Mrs. Donaca)

D
cc

RECEIVED
1972
OR FILING

Claim 4725

FILED
OCT 31 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
11-3-72 ks

1859

OREGON STATE
HIGHWAY DIVISION

7650

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 30, 1972

Concrete Products, Inc.
P. O. Box 1868
Klamath Falls, Oregon 97601

Attention: Douglas M. Stiles

Gentlemen:

This is to acknowledge receipt of your letter of October 24 advising us that Klamath Rock Products as a prime or Bud Stump as a sub owes you $11,606.77. You also state that the amount on Portland Concrete Construction is $22,214.02.

From the description given in your letter, this appears to be in connection with the Klamath Rock Products, Contract No. 7650 for work on the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

The Argonaut Insurance Company, 250 Middlefield Road, Menlo Park, California 94025 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

GWH:fkn
cc Klamath Rock Products
Argonaut Insurance Company
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
NOV 1 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CPI
CONCRETE PRODUCTS, INC.

BATCH P[illegible] LOCATION: 1900 SOUTH SIXTH STREET
TELEPHONE (503) 882-6647
P. O. BOX 1868
KLAMATH FALLS, OREGON 97601

October 24, 1972

Mr. Floyd Query
State Highway Building
Salem, Oregon 97310

Subject: New Highway Junction - South Sixth Street
Klamath Rock Products-Primary
Bud Stump and Portland Concrete Construction
sub-contractors.

# 7650

Dear Mr. Query:

Please be advised that we wish to make a claim against the payment bond of Klamath Rock Products as primary or Bud Stump as the sub for the highway job in Klamath Falls, Oregon. The amount that Bud Stump owes us is $11,606.77. The amount on Portland Concrete Construction is $22,214.02.

Very sincerely yours,
Douglas M. Stiles
Douglas M. Stiles

DMS:vsd

RECEIVED
OCT [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 4 - 1972
FOR FILING

7650

October 3, 1972

Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

Your request for a time extension of 45 days on Contract No. 7650 for work on the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 45 days is granted without the assessment of liquidated damages.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: F. B. Klaboe
A. E. Johnson
C. W. Head
C. T. Keasey
V. E. Skoog
J. F. Putnam
E. J. Dunn
V. L. Gallagher

fw dps

[illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7650

DATE October 3, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7650**
Patterson Street-Malin Junction Section
Klamath Falls-Lakeview Highway

Klamath Rock Products, contractor on the subject project in Klamath County, Contract No. 7650, has requested a 45-day extension of the contract time because of added work including signals yet to be completed. Bids were opened on this project September 30, 1971, with two bidders.

One of the significant additions was Price Agreement No. 7 dated June 12, 1972, in the amount of $21,090 for a complete signal installation at the main intersection on the project. Some signal materials require several months for delivery. The contract time allowed expired September 24 but paving is about completed, so traffic will soon have full use of the new facility except for the added signal. The project will probably be placed on a "stop work" status with no time being charged until the signals can be installed. Liquidated damages would accrue at the rate of $150 per day, unless time extension is approved.

I have approved an extension of 45 calendar workdays. This is a Federal-aid Secondary project and specific concurrence of the Federal Highway Administration is not required.

This matter will be on the agenda for your concurrence at the October 31 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
L. H. Young
C. T. Keasey
J. F. Putnam
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1972

SUBJECT: Patterson St.-Malin Junction Section
Contract No. 7650
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Klamath Rock Products requests a 45-day extension of the contract time because of added orders, drainage changes, and expected delay in delivery of signal components from a supplier strike. These signal components are also associated with an added order.

One of the significant additions was Price Agreement 7 dated June 12, 1972 in the amount of $21,090 for a complete signal installation at the main intersection of the project. You may recall these added items were the reason for a request for increased funding on the project which was approved at the last Commission meeting. Some pertinent dates are:

Bids Opened	September 30, 1971 (2 bidders)
Calendar Workdays Started	October 20, 1971
240 Calendar workdays allowed expired	September 24, 1972

The current weekly report shows that AC paving should be completed next week. The project will likely soon reach the point where all work is done except the Price Agreement signals. If this happens, we believe a stop work order would be proper to conserve the time remaining until the signal work can proceed. We will try to watch for this.

On just a time-money basis (including the signals), I derive a 7.1 percent overrun which would equate to 17 days. The Resident Engineer explains that some of the drainage changes justify more time than a time-money relationship gives. This is probably also true of the signal work.

RECEIVED
SEP 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*82479-784

Rather than extend the time now on just specific items and leave the signal work for a second extension in the future, I believe we should approve a 45-day extension as requested by the contractor. By using a stop work order, this might be all the time necessary to complete all work.

This is aFederal-aid Secondary project, so specific approval of the Federal Highway Administration is not required. Rough draft letters to the Highway Commission and the Contractor on the basis of a 45-day extension are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7650 Contractor Klamath Rock Products

Highway Klamath Falls-Lakeview

Section Patterson St. - Malin Jct.

Kind of Work Grading, Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 45 day extension because of added work which includes signals, drainage changes and imported embankment material.

Recommended for Approval:

Division Engineer

Admin
Construction Engineer or ~~Design Engineer~~

Deputy State Highway Engineer

Contract No.	7650
Project designation (State-Federal)	Federal S-Su-31 (8)
Date awarded	October 4, 1971
Work started	November 22, 1971
Per cent completed	62% August 30, 1972 (Date)
No. of Calendar Workdays Allowed	240
No. of Calendar Workdays Used	217
No. of Added Calendar Workdays Requested	45

SP*8286-734

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Aug. 21, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 285 days, within which to complete our Contract No. 7650, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving and Signing on the Klamath Falls-Lakeview Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Due to purchase agreements and change orders involving the adition of various items including traffic signals and drainage items amounting to 11½% of the total contract price, at this time we requst the additional time shown above to allow for the construction of these items and to compensate for some of the delay encountered in recieving some of the components required in their construction.

Please take note of
attached memo.

Respectfully submitted,
KLAMATH ROCK PRODUCTS
P.O. BOX 1180
KLAMATH FALLS, OREGON 97601
Contractor
By Louie M. McDowell

WARD INSURANCE AGENCY
149 12TH AVENUE WEST, EUGENE, OREGON 974[illegible]
TELEPHONE 342-[illegible]

CONSENT OF SURETY

Date AUGUST 21, 1972

We, ARGONAUT INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
STANLEY P. DUYCK Attorney-in-fact

(SEAL)

Stanley P. Duyck
STANLEY P. DUYCK Resident Agent

5

RECEIVED
AUG 30 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7650

DATE August 29, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
Contract No. 7650

An overrun of the project authorization on Contract No. 7650, the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County, is anticipated. This project is under contract to Klamath Rock Products of Klamath Falls with completion expected by October 1, 1972.

This overrun is the result of two major added items. A signal installation was added at the major intersection within the project together with the associated impact attenuators. Then a shortage of excavation on the project developed and some waste of unsuitable material so that it was necessary to import several thousand yards of embankment to complete to the required grade.

I recommend an increase of $66,819.06, which is 7.44 percent, to a new project total of $965,000. This is a Federal-aid Secondary project.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: F. A. Query
G. M. Baldwin
F. B. Klaboe
L. H. Young
V. E. Shoog
C. T. Keasey
V. L. Gallagher
J. F. Putnam
Gary Ross
Gary Sund
A. E. Johnson

JAB:fw dps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1972

SUBJECT: Patterson St.-Malin Junction Section
Contract No. 7650
Request for Increase in Authorization

To: Mr. A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

It now appears that we have to request additional funding on this project. You may recall we have been watching it for the past month or so hovering near the allowable 5 percent overrun. The present outlook is for a 5.2 percent overrun with the job 53 percent complete. You will note our request includes a future contingency allowance of $16,920 for the usual contingency allowance on the uncompleted work. This brings the overrun up to 7.44 percent as shown on the form and we are requesting $66,819.06 additional funding to a new project total of $965,000.

Two major added items make this necessary. A signal installation was added at the main intersection within the project which, together with the associated impact attenuators, is expected to cost $24,340. A shortage of excavation on the project due to the scratch work all under traffic and some waste of unsuitable so that it was necessary to import several thousand yards of embankment to complete to the required grade and this imported material is expected to cost $14,260.

Several other contract items are overrunning, but could have been absorbed in the allowance and contingencies if it had not been for the two major added items above. A rough draft letter to send this to the Highway Commission is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*82475-734

7650

Form E-378 (Rev. 12-70)

ED
Klaboe
DEPUTY STATE HIGHWAY ENGINEER
Date 9-20-72

OREGON STATE HIGHWAY DIVISION

Expected Overrun of Project Authorization

Date August 23, 1972

Project Patterson St.-Malin Jct.

Contract No. 7650

Highway Klamath Falls-Lakeview

Contractor Klamath Rock Products

County Klamath

Kind of Work Grading, Paving, & Signing

	Authorized	Estimated	
Contract Amount	$747,548.85	$767,462.90	+19,914.05
Anticipated Items	43,800.00	48,595.88	+ 4,795.88
Contingency (4½%)	35,610.70	68,564.66	+32,953.96
Engineering	71,221.39	80,376.56	+ 9,155.17
Credits			
PROJECT COST	898,180.94	965,000.00	

NET INCREASE $ 66,819.06 OR 7.44 %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 9-19-72
$66,819.06

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount		Net Change
7-Trench (C)	18,700.00	+	6,587.50
11-Watering (C)	5,250.00	+	1,750.00
20-Asphalt in Tack Coat (C)	1,700.00	+	700.00
22-Class 'A' Conc. in Retaining Wall (C)	8,321.00	+	4,553.00
28- 12-inch Culvert Pipe (C)	4,000.00	+	3,000.00
33- 8-inch Irr. Pipe (C)	506.25	+	344.25
54- 6-inch Drain Pipe (C)	756.80	+	481.80
55- 8-inch Drain Pipe (C)	2,750.00	+	1,815.00
56-Special Filter Material (C)	975.00	+	682.50
Price Agreements			
2- 1 1/2-0 under box Culverts (U)		+	248.61
3-Pipe Bedding (A)	467.33	+	317.33
4- 1 1/2-0 under pipes (U)		+	2,496.42
Con't on Back			

Principal reasons for overruns (Continue on reverse side): They are that after the contract was let the interchange was redesigned and traffic signals were added, also unsuitable material was encountered thru-out the project and had to import material because there was not enough on the project.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by E. J. Dunn Resident Engineer

Noted by Construction or Bridge Engineer

Confirmed by J. F. Putnam Regional Engineer

Noted by Deputy or State Highway Engineer

SP*80727-734

PRICE AGREEMENTS	EXPECTED AMOUNT	NET CHANGE
5 Type II Fence (U)		$ 3,780.00
Gates (U)		1,000.00
Remove Building (U)		50.00
6-Install Transite Pipe (U)		2,186.60
7-Temp. Prot. & Dir. of Traffic (U)		750.00
Install Signals (U)		20,340.00
8-Furnish, haul & Place emb. mat. (U)		14,260.00
9-Sign Revision (U)		584.69
10-Adjust Mail Boxes (A)	$ 1,500.00	1,000.00
E. W. Orders		
3-Correct Engineering Errors (U)		468.34
4-Install Impact Altentua (U)		4,000.00
5-Excavate Soft Areas (U)		1,480.00
S. F. Orders		
2-Reimburse PP&L (A)	34,478.65	3,478.65
Contingency allowance on uncompleted work (U) (4 1/2% of $376,000)		16,920.00

STATE OF OREGON

RECEIVED
SEP 20 1972
PROGRAMMING SECTION

5

RECEIVED
JUL 31 1972
FOR FILING

7650

NOTED
A. E. JOHNSON

CON BND 144 7-7 7-27-72 2-40 PM

JOHN A BOND

DUNN REPORTS OVERRUN OF PATTERSON ST - MALIN JCT IS UNDER
4 PERCENT AT THIS TIME. HE WILL HAVE FURTHER CHECK AFTER
AUGUST 5 ESTIMATE SO WOULD LIKE TO HOLD OFF UNTIL THEN.
Delivery ~~$3393346~~ OF SIGNAL EQUIPMENT IS STILL SOMETIME AWAY SO WE
SHOULD BE ABLE TO HAVE SUFFICIENT TIME TO GET TO COMM
IF OVERRUN IS GREATER THAN 5 PERCENT. ANY NEW ORDERS WILL REFLECT
NEW STANDING.
J F PUTNAM
LM17
33.

7/27/72
Copy to A E Johnson
Rec John Bond
JW

RECEIVED
JUL 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1971

12-15-71

FOR FI

FORM PR-1240
(Rev. 6-63)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
S-SU-31(8)

STATE PROJECT NO.
PATTERSON ST.-MALIN JUNCTION SECTION

COUNTY NAME
KLAMATH

PROGRAM NO.

ITEM NO.
S-1065

PROGRAM STAGE (Check)
☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
S-SU-31(8)
7650

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

12-17-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 13, 1971	SECONDARY ROUTE 410 STATE ROUTE NUMBER KLAMATH FALLS-LAKEVIEW HIGHWAY ROUTE #20

LIMITS OF AUTHORITY

OUR PROGRAM MEMORANDUM DATED 8-25-71 AUTHORIZED YOU TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETIONE THE PHYSICAL CONSTRUCTION OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE. YOU ARE NOW AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PACIFIC POWER & LIGHT COMPANY'S POWER DISTRIBUTION LINE EFFECTIVE DECEMBER 13, 1971. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $13,471.28 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) UTILITY ADJUSTMENT.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED R. E. KLAUSE

REMARKS

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED FEBRUARY 14, 1969 AND PPM 30-4.1 DATED OCTOBER 1, 1969.

WE APPROVE THE AGREEMENT WITH THE PACIFIC POWER & LIGHT COMPANY CONSISTING OF YOUR MARCH 2, 1971 UTILITIES AND RAILROAD ENGINEER'S LETTER, THE NOVEMBER 9, 1971 PACIFIC POWER & LIGHT COMPANY'S LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S NOVEMBER 26, 1971 LETTER.

RECEIPT OF MR. JOHN E. HOLCOMB'S NOVEMBER 17, 1971 AFFIDAVIT OF THE PACIFIC POWER AND LIGHT COMPANY'S PROPERTY RIGHTS IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

THIS AUTHORIZATION IS SUBJECT TO RECEIPT OF PROPER CREDIT FOR EXPIRED SERVICE LIFE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-15-71	NOTED TOM EDWARDS	For DIVISION ENGINEER

RECEIVED
JAN 7 - 1972
FOR FILING

5-SU-31 (8)

7650

5g

11-24-71

November 29, 1971

Enterprise Irrigation District
Route 2, Box 515
Klamath Falls, Oregon 97601

MISC. CONTRACTS and AGREEMENTS No. 4377

Attention: Gerald West

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to adjustment of your facilities in connection with the construction of the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Ted Litchfield

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 15, 1971

AGENDA
NOV 24 1971

5

Oregon State Highway Commission

Gentlemen:

In order to construct the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County, it is necessary to cross the facilities of the Enterprise Irrigation District. We have reached agreement as follows:

The State will readjust the District's facilities consisting basically of two canal crossings of the existing highway and a nine-foot bottom irrigation ditch paralleling the roadway. A portion of the facilities will be within the highway right-of-way. The State will construct and perform continued structural maintenance on those facilities.

The District will perform structural maintenance on the balance and all operational maintenance of the facilities.

The total cost will be approximately $90,000 which has been included as a part of the contract.

This matter will be on the agenda for your consideration at the November 24 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. D. Morgan (Attention: T. W. Litchfield)
Gary L. Sund
V. E. Skoog
L. H. Young
J. F. Putnam

(A)
2 COPIES TO
BE SIGNED
By Secretary

Rt 2B 515
Kl Falls 97601
attn: Gerald West

NOTED
FLOYD QUERY

NOV 10 1971

FOR FILE

SU-31(2)

7650

OREGON STATE HIGHWAY DIV ION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

November 9, 1971

To: ~~Mr. D. H. Moehring~~
~~Right of Way Supervisor~~
~~BUILDING~~

SUBJECT: Power Line Relocation
Pacific Power and Light Company
Patterson Street-Malin Junction Section
Klamath Falls-Lakeview Highway
Klamath County

NOTED
A. E. JOHNSON

Reference is made to our letter of September 7, 1971, which listed certain right of way files covering new right of way to which PP&L requires access to relocate their facilities in conflict with the subject project. As previously stated, PP&L will require 60 days to accomplish their relocation.

The relocation of PP&L Company's transmission lines cannot be done by local forces but requires the "move in" of transmission construction crews. PP&L has stated that it is not feasible to move in a construction crew until access to all of the required new right of way can be guaranteed.

The plans and specs for this project indicate that all of the right of way will be available to the State's contractor on January 4, 1972. The present location of PP&L Company's facilities prevent any grading operation along the southwesterly side of this project. Construction cannot start until at least 60 days after access to new highway right of way is guaranteed by the State.

As of November 3, 1971, access is not available to the following files:

44983	44994	45125
44986	44995	46526
44990		

In the interest of preventing any future claims of delay by the State's contractor, it is requested that all possible steps be taken to speed up the process necessary to allow access to the files listed above.

F. D. Morgan
Construction Engineer

By R. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: ~~A. E. Johnson~~
J. F. Putnam
J. E. Holcomb
E. J. Dunn
Harold Brainard

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*32678-794

RECEIVED
OCT 26 1971
FOR FILING

5-SU-31(8)

7650

October 26, 1971

Klamath Rock Products
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7650 for work on the
> Patterson Street-Malin Junction
> Section of the Klamath Falls-
> Lakeview Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
K. J. Dunn
L. H. Young
Attn: Vince Gallagher

RECEIVED
OCT 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310
Phone 378-6511

S-SU-31(8)

7650

Mr. R. H. Sallee
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

October ~~13~~ 15, 1971

ATTENTION: Mr. Lloyd Lamothe

Re: Power Line Easements
Patterson Street-Malin Junction Section
Klamath-Lakeview Highway
Klamath County

Gentlemen:

Attached hereto is a list of right of way files covering property upon which power line easements are required. The current status of right of way negotiations is as indicated on this listing.

This is being supplied per your request of October 15, 1971, If further information or assistance is required, please contact Mr. John Holcomb or this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By Jack M Cartwright
for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure
cc: A. E. Johnson
J. F. Putnam
E. J. Dunn
Harold Brainard
J. E. Holcomb

NOTED
A. E. JOHNSON

RECEIVED
OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 29 1971

FOR[illegible]

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

S-SU-31(8)
[illegible]
[illegible]17650

September 29, 1971

Pacific Power and Light Company
920 S. W. 6th Avenue
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: Power Line Easements
Patterson Street-Malin Junction Section
Klamath-Lakeview Highway
Klamath County

Gentlemen:

Reference is made to our letter of July 21, 1971, which provided that the State would acquire power line overhang easements required to relocate your facilities in conflict with the construction of the subject project.

The title reports received by the State for the F & G Adams property (OSHD R/W No. 44989) and the G Adams property under contract purchase to Bingham (OSHD R/W No. 46526) failed to disclose any evidence of a power line easement. A portion of our right of way map is attached showing these two properties.

Would you please provide us with easement documents permitting Pacific Power and Light Company to construct and maintain power lines across these properties.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
for Railroad and Utility Engineer

JMC:dl
Enclosure

cc: A. E. Johnson
J. F. Putnam
D. H. Moehring
Armand Riveness
E. J. Dunn
Harold Brainard
J. E. Holcomb

RECEIVED
SEP 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 28 1971
UTILITY UNIT

FOR FILING

STATE OF OREGON
1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-65~~11~~7310

S-SU-31(F)
7650

September 20, 1971

Mr. R. H. Sallee
Pacific Power and Light Company
920 S.W. 6th Avenue
Portland, Oregon 97204

Re: Power Line Easements
Patterson Street-Malin Junction
Section
Klamath-Lakeview Highway
Klamath County

ATTENTION: Mr. Lloyd Lamothe

Gentlemen:

Reference is made to our letter of July 21, 1971, which provided that the State would acquire the power line overhang easements required to relocate your facilities in conflict with the construction of the subject project.

The State now finds it will be necessary to file for condemnation on four properties where overhang easements were to be acquired. As there is no record of existing power line easements on these properties, the State cannot include power line easements in their condemnation proceedings. The properties involved are as follows:

G. & L. Hilyard	OSHD R/W File No. 44999
H. & C. Mallory	OSHD R/W File No. 45125
J. & L. Cornforth	OSHD R/W File No. 45126
D. & E. Kenyon	OSHD R/W File No. 45127

NOTED
A. E. JOHNSON

It will, therefore, be necessary for Pacific Power and Light Company to acquire the necessary power line easements on the above listed properties.

If further information or assistance is required, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
J. F. Putnam
D. H. Moehring
E. J. Dunn
Harold Brainard
J. E. Holcomb

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form 5-123

RECEIVED
OCT 13 1971
FOR FILING

S-SCI-31 (8)
7650

5p

9-8-71

September 9, 1971

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon 97601

Attention: William D. Milne
County Clerk

MISC. CONTRACTS and AGREEMENTS No. 4298

Gentlemen:

Attached for your records is a fully executed copy of an agreement for construction of the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway. — #7650

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
SEP 15 1971

S-SU-31(8)
7650

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1971

SUBJECT:

Patterson St.-Malin Jct. Section
Project No. S-SU-31(8)

To:

Memorandum to the files:

There are 26 parcels of right of way on this project which involve a restriction to the contractor. The areas involved in the restriction are shown on the plan sheet 2F and the contract specifications will contain the restrictive clause required in paragraph 6c of PPM 21-6.3, that the area shown will not be available to the contractors' use until January 4, 1972.

This restriction will not cause the contractor to exceed the specified 240 calendar workdays, nor will it increase the cost of the project since the first work to be accomplished is the adjustment of the irrigation canal and related facilities, and the contractor will have full access to the right of way required for this work at the anticipated award date.

The adjustment of the irrigation canal involves the construction of three reinforced concrete box culverts; two of which are across the main roadway; realignment of and the use of concrete lining on the canal. This work must be accomplished during the non-irrigation period from October 15 to April 15.

Based on the above information it is deemed to be in the public interest to advertise the project on September 30, 1971 and to award the contract soon thereafter.

L. H. Young
L. H. Young
Program & Planning Engineer

CL:ed
cc: R. E. Simpson
F. B. Klaboe
F. L. Hall
J. R. Oakes
R. N. Chase

TRANSACTION NUMBER 8-88

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	8-25-71
BY (Signature)	Mr. Young's August 16, 1971 Letter
TITLE	Program & Planning Engineer

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 1065 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
1065	S-SU-31(8)	1.11	650,000	413,000

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
Patterson St. - Malin Jct. Section -Klamath Falls	Grade, Drain, 4 Lane High Type Pavement One Box Culvert.

Young
8-30-71

NOTED
TOM EDWARDS

REMARKS (Division)

You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project is lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

RECEIVED
SEP 7 - 1971
FOR FILING
DATE
S-SU-31(8)
7650

RECOMMENDED	DATE	APPROVED
SIGNATURE AND TITLE	8-25-71	SIGNATURE AND TITLE Sheeran for R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 25, 1971

Oregon State Highway Commission

AGENDA
SEP 8 1971

5P

Gentlemen:

The Klamath County Board of Commissioners have signed an agreement for construction of the Patterson Street-Malin Junction Section of the Klamath Falls-Lakeview Highway.

The agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, grading, drainage, base, paving, and signing. The County has agreed to cooperate with the State in the usual manner to effect the adjustment of any conflicting utility installations and concurs in the State's recommendation for closure of existing Vermont Avenue. The agreement also stipulates that the County will assume all jurisdiction of the road connections that are to be constructed as a part of the project.

880,000 ?

The estimated cost of this project is $650,000. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter

R. L. Porter
State Highway Engineer

cc Floyd Query ✓
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
F. L. Hall
H. S. Cox
J. F. Putnam

NOTED
FLOYD [illegible]

Ⓐ
2 COPIES TO
BE SIGNED

By Secretary

Form E-12

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

8-16-71

FEDERAL - AID
(P

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 140 Patterson St. to Western St. (Klamath Falls) 21 65	**ADT**	PRESENT 7,200	FUTURE 12,200 (66) (70)	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, High Type Pave., 1 Br. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. (74)	

CARD 4	CLASS OF FEDERAL FUNDS Secondary	COUNTY NAME ROUTE NO. S	FEDERA 410
	NAME OF URBAN AREA 17-31 Klamath Falls		ESTIMATED PROJE

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 140 Patterson St. to Western St. (Klamath Falls) "Patterson St.-Malin Jct. Section"			
5					**ROW**					
5					**CONST** (CODE)			1.111	650,000	413,00

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.111	650,000 (16) (23)	413,00 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 7,200	FUTURE 12,200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 022	ITEM NO. 1065

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) S-SU-	NUMBER 31 (8)	SEQ. NO.	I. Projects Only POST MI. DESIG.

COUNTY NAME: Klamath — CODE 035

ROUTE NO. S — FEDERAL-AID: 410 — STATE: 20 — U.S.

PROGRAM STAGE: ☐ 1 OR ☒ 2

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr. Dr. 4-12' lane H. T. Pave., curbs 4' to 8' shy distance with 4' to 16' median. 1 RC Box Culvert (BR. Length 23.33'). ROW - 88' min; Access Control-Partial; Parking Restrictions: Partial. Utilities: Adjustment required incl. prep. work.
1.111	650,000	413,000	237,000		
1.111	650,000	413,000	237,000		

REMARKS

USCOMM DUSCOMM-DC 48908-P61

Patterson St. - Malin Jct. Section (K. Falls)

Project S-SU-31 (8)

Existing Facility: 20' P.C. travelway with 3' shoulders.

Adjacent Facilities:

West End: connects with project SU-31 (7).

East End: 20' bituminous surface with 6' shoulders.

Project Data: Grade, drain, 4-12' lanes high type pavement with curbs, 2' to 8' shy distance to curbs, 4' to 16' median, and 5' walkways to provide pedestrian traffic as the curbed section does not provide sufficient shoulder area for joint vehicle traffic use. One Reinforced Concrete Box Culvert (Double 8' x 3' on a 45° Skew) of Bridge length (23.33 feet on road centerline). Adjustment of Utilities including preparatory work and actual adjustment of facilities.

Information for PR-37:
Urban - 0.961 miles   Rural - 0.159 miles

Type Code 6203	Roadway Est. Cost	$581,000
Type Code X028	Box Culvert Est. Cost	$ 29,000
Type Code Y060	Pacific Power & Light Co.	$ 40,000
	Total	$650,000

System Action, airports, water development, railroads, historical and recreational areas: None Involved.

Exception to minimum design standards: None

Location/design approval granted June 24, 1970 under provision of Secondary Road Plan.

State Clearinghouse approval by letter of April 13, 1970.

ment with curbs,
nd 5' walk-
on does not
traffic use.
' on a 45° Skew)

and actual

000

000

00

000

historical

provision of

970.

District 11 Clearinghouse was not functioning and the Highway Division was informed by the State Executive Department that there would be no review by the District of projects submitted to the State Clearinghouse prior to the District becoming operational.

Location/Design Public Hearing held April 15, 1970.

Relocation Assistance Payments are being made as required as right of way is acquired.

"Environmental Statement" is not required for this project as Location/Design approval was granted prior to February 1, 1971.

RECEIVED
JUL 2 1971
FOR FILING
UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

5-SU-31(1)
HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511
7650

TOM McCALL
GOVERNOR

July 21, 1971

Mr. R. H. Salles
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

ATTENTION: Mr. Lloyd Lamothe

Re: Power Line Easements
Patterson Street-Malin Junction
Section
Klamath-Lakeview Highway
Klamath County

Gentlemen:

Reference is made to our letters of March 2, 1971, which set forth certain power line transmission and distribution facilities, owned by Pacific Power and Light Company, as being in conflict with the proposed construction of subject project.

A preliminary investigation by your Company disclosed that an overhang easement, on property adjacent to our highway right of way, would be required to accomplish the relocation of your conflicting power line facilities. It was mutually agreed that the most expedient method would be for the State to acquire the required overhang easements in conjunction with the State's construction easements.

It has been agreed that the cost for securing said overhang easements would be considered a related cost of adjusting the power line facilities. Said easement costs are to be shared on the same basis as the transmission line relocation, 50% to be borne by the State and 50% to be borne by the Pacific Power and Light Company (see our letter dated March 2, 1971).

It is further agreed that upon completion of highway right of way negotiations, that the State will present Pacific Power and Light Company with an itemized statement of cost for securing the overhang easements. Fifty percent of these costs are then to be credited against the State's share of the power line relocation costs.

Mr. R. H. Sallee
July 21, 1971
Page 2

If the above terms for sharing the cost of acquiring power line overhang easements are acceptable to Pacific Power and Light Company, please execute in the proper space as provided below and return two copies to this office. Please retain one copy for your files and information.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

PACIFIC POWER AND LIGHT COMPANY

____

cc: A. E. Johnson
J. F. Putnam
E. J. Dunn
J. E. Holcomb

RECEIVED
JUL 2 [illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1971

S-SH-31(9)

REVISED

1 7650

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Patterson Street-Malin Junction
Highway: Klamath Falls-Lakeview (FAR 410)
County: Klamath
Prefix: 18-1444

Res. Engr. \
Approx. Length 1.2 miles ±
Sta. 146± **to Sta.** 210±
Date 5-12-71

Mean Truck A.D.T. 430
Traffic Coefficient 9.3
18 kip s. a. per day 162.8
(1)

Annual Precipitation 13"±
Frost Penetration 18"± - 24"±
CBE Total Requirement 30.5"

Typical Soil

31	LL
10	PI
95	%P 10
60	%P 200
5	% Gravel
7	% C Sand
28	% F Sand
38	% Silt
22	% Clay
7	R Value
A-4	AASHO Classif.

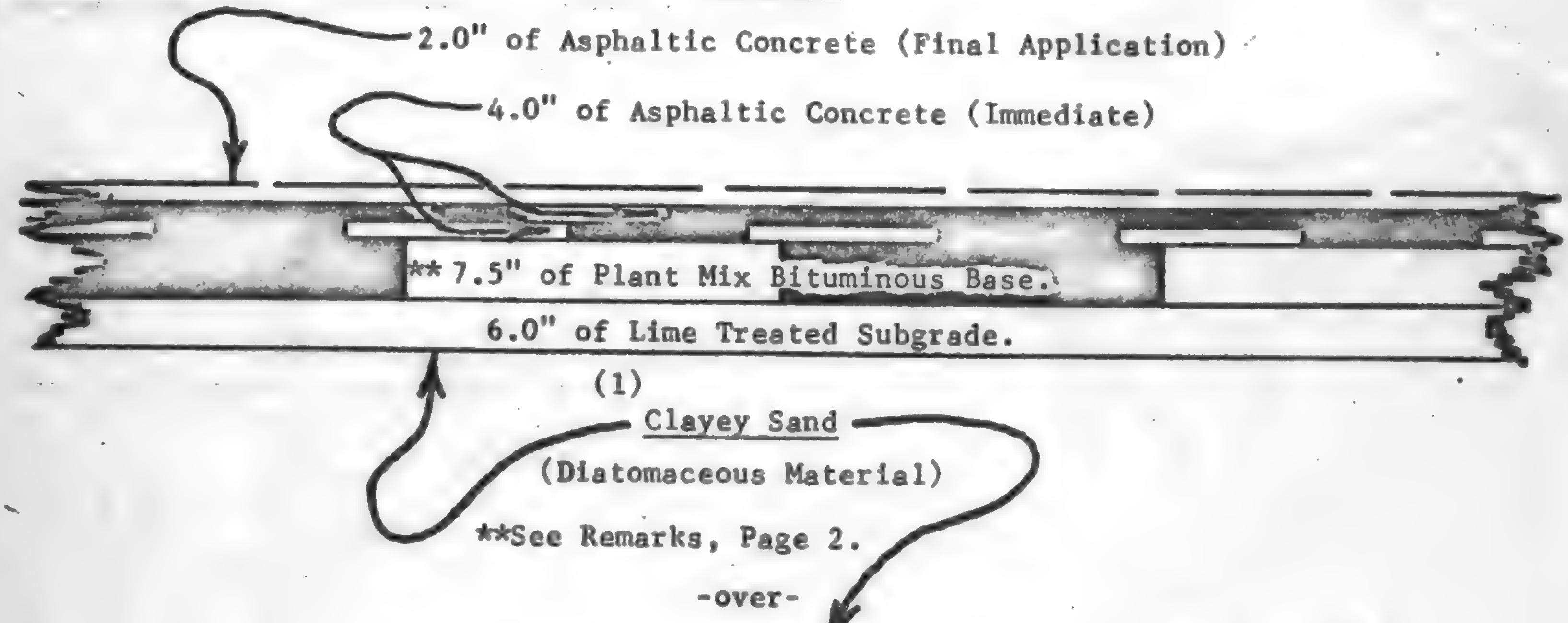
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
13.5"	7.5"	P.M.B.B.
5.0"	6.0"	L.T.S.
30.5"	19.5"	

STRUCTURAL SECTION

NEW WORK


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
** 7.5" of Plant Mix Bituminous Base.
6.0" of Lime Treated Subgrade.
(1)
Clayey Sand
(Diatomaceous Material)

**See Remarks, Page 2.

-over-

Submitted by C. J. Gragg
Base Design Engineer

Recommended by
Engineer of Materials and Research

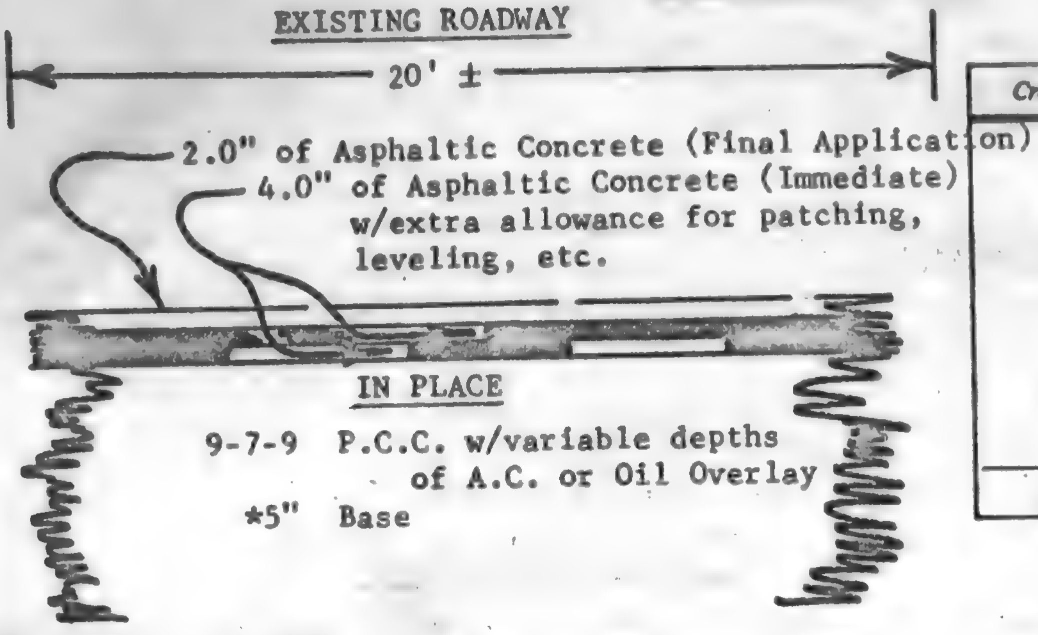
Recommended by W. D. Lebeau
Asst Program and Planning Engineer

Approved by F B Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

NOTED
F. B. KLABOE

STRUCTURAL SECTION


EXISTING ROADWAY
20' ±
2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate) w/extra allowance for patching, leveling, etc.
IN PLACE
9-7-9 P.C.C. w/variable depths of A.C. or Oil Overlay
*5" Base

Credit	Actual Thick.	Component
4.0'	2.0"	A.C. (F.A.)
8.0'	4.0"	A.C. (I.)
IN	PLACE	
18.0'	9.0"	
30.0'	15.0"	

Placed about 1929 (From Traffic Log)

*No base was found under P.C.C. at time of condition survey in 1960.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Patterson Street-Malin Junction

HIGHWAY: Klamath Falls-Lakeview (FAR 410)

COUNTY: Klamath

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	3/4"-0 *Aggregate Base*	*Aggregate Base*	LTS	"CBE" *Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	---	9.5"	6.0"	28.5"	23.0"
7.0 - 8.0	3.5"	3.0"	---	7.5"	6.0"	25.0"	20.0"
6.0 - 7.0	3.0"	---	2.0"	8.5"	6.0"	21.5"	19.5"
4.8 - 6.0	2.0"	---	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	2.0"	*4.0"	6.0"	13.5"	14.0"

*Minimum thickness of Aggregate Base.

Remarks:

Revised to update traffic to a design year of 1972, and to plan for stage construction.

** 7.5" of P.M.B.B. to be applied in two lifts.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

"EXISTING ROADWAY CREDITS"

1.0" P.C.C. = 2.0" Aggregate Base

TRAFFIC ANALYSIS

SECTION: Patterson St.-Malin Jct.

HIGHWAY: Klamath Falls-Lakeview (FAR 410)

COUNTY: Klamath

7200 Present ADT (1972)

6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	225	1.6	360	293	450	131,850
3	80	1.6	128	104	1000	104,000
4	10	1.6	16	13	1250	16,250
5	110	1.6	176	143	3180	454,740
6	5	1.6	8	7	2570	17,990
				560 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL	724,830
TWENTY YEAR EWL	14,496,600
TRAFFIC COEFFICIENT	9.3

SECTION: Patterson Street-Malin Junction

HIGHWAY: Klamath Falls-Lakeview (FAR 410)

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, or P.C.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the proposed project calls for widening a 2-lane section to 4 lanes. The existing facility will be incorporated into the new section and A.C. is more desirable for this type construction.

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Patterson Street, Klamath Falls-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission a public hearing was held in the City of Klamath Falls on April 15, 1970, to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; the transcript of the testimony given at the public hearing; the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Patterson Street, Klamath Falls-Malin Junction Section of the Klamath Falls-Lakeview Highway in Klamath County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the route location and highway design as shown on the Engineer's map of the Patterson Street, Klamath Falls-Malin Junction Section of the Klamath Falls-Lakeview Highway beginning at Highway Engineer's Station 145+50 just east of Patterson Street and extending in a southeasterly direction to Highway Engineer's Station 210+00 just east of the Klamath Falls-Malin Junction, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-453 and the date of June, 1970, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with

the relocation, construction, reconstruction or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Department to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route location and highway design approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 7th day of July, 1970, as "Highway Corridor and Design Resolution No. 382."

4

RECEIVED
JUL 6 - 1970
FOR FILING

5-801-31(8)
7650

July 3, 1970

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following sections. All required public hearings have been held and we have requested or received design approval from the Bureau of Public Roads on each project that will be utilizing federal-aid funds.

Chemawa Road-Hickory Street Section, Salem Freeway (I-305). This is the Salem Interstate Spur to be constructed with two 24-foot travel ways separated by a variable median with 6-foot inside shoulders and 10-foot outside shoulders. The corridor and design hearings were held July 11, 1968 and March 5, 1970, respectively. The Bureau of Public Roads approved the design June 17, 1970. The length of this project is 4.11 miles and the estimated cost for construction $12,500,000 and right-of-way $1,750,000, totals to $14,250,000.

Forest Boundary-Little Beech Creek Section, Pendleton-John Day Highway. The work involves reconstructing the existing highway to a two-lane section consisting of two 12-foot travel lanes with 4-foot shoulders. This is a bond project approved by the State Emergency Board June 19, 1970. Hearings will not be required. The length of this section is 4.32 miles and the total estimated cost is $1,333,000 (Construction $1,300,000, Right-of-Way $33,000).

Ava Avenue-Burnside Section, Mt. Hood Highway. This is a cooperative construction-finance project which agreement was approved December 17, 1968. The project will consist of widening the existing facility to a 72-foot curbed street section which will accommodate four lanes of traffic. The section is 1.63 miles in length and the total estimated cost is $1,800,000 (Construction $800,000, Right-of-Way $1,000,000). The project will be shared on the basis of 75 percent State - 25 percent City. The hearing was held March 19, 1970, and a formal request for design approval was forwarded to the Bureau of Public Roads June 16, 1970.

Patterson Street-Klamath Falls, Malin Junction Section, Klamath Falls-Lakeview Highway.

The reconstruction of this section consists of widening the existing facility to a four-lane highway composed of two 24-foot travel ways separated by a 4-foot median with 10-foot outside shoulders. The hearing was held April 15, 1970, and design approval requested of the Bureau of Public Roads June 24, 1970. This section is 1.22 miles in length and the total cost is $715,000 (Construction $600,000, Right-of-Way $115,000). Finance approval on Program XII was obtained December 23, 1969.

Maps of these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the necessary right-of-way.

This matter will be on the agenda for your consideration at the July 7 meeting.

Very truly yours,

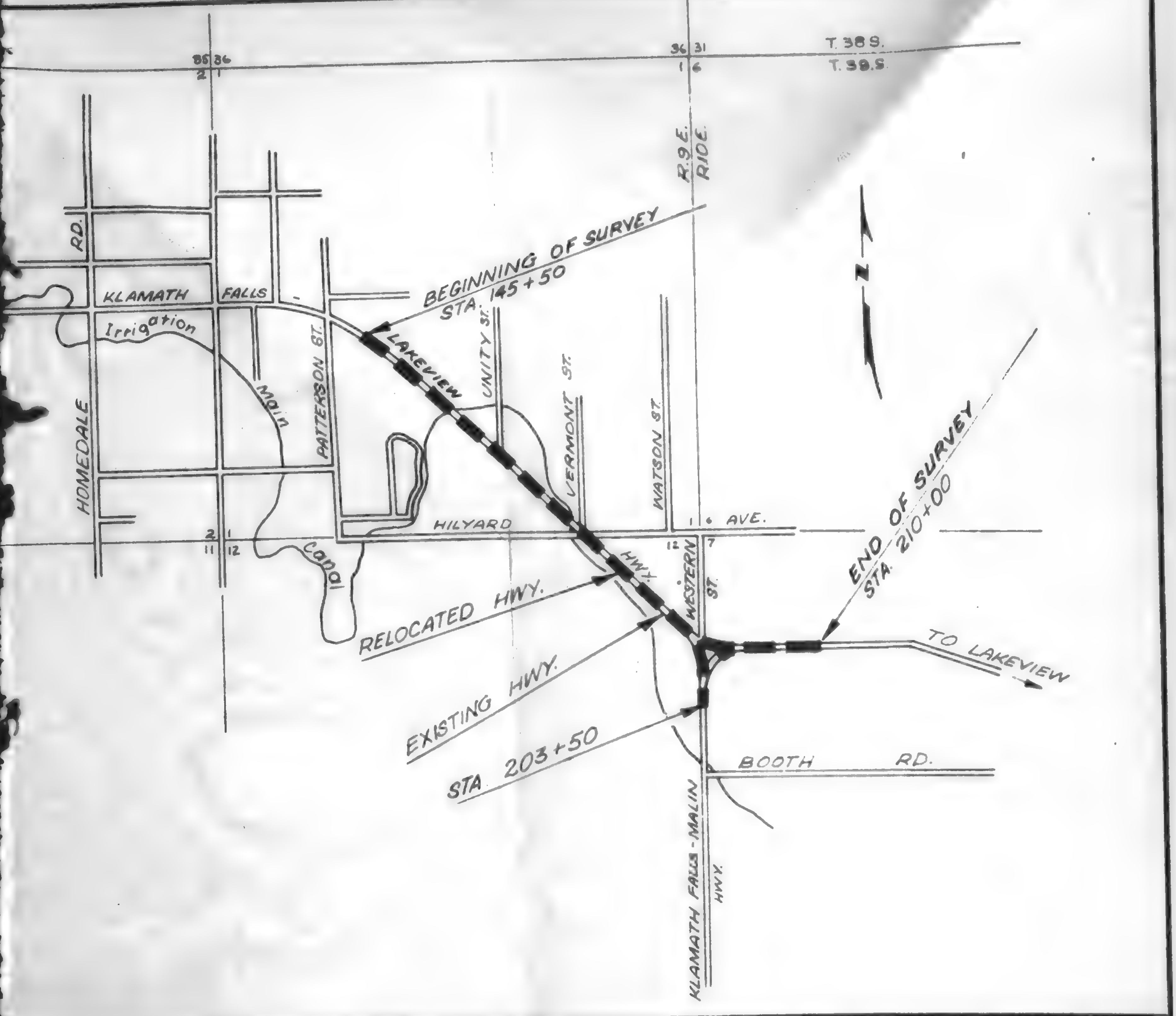
R. L. Porter
State Highway Engineer

Attachments

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. J. Barbee
L. H. Young
V. E. Skoog
D. H. Moehring
R. D. Asburry
H. S. Coulter
L. W. Rulien
J. F. Putnam

BLG:aw fn

DRG. NO. 1R-4-453


35 36
2 1
36 31
1 6
T. 38 S.
T. 39 S.
R. 9 E.
R. 10 E.
N
RD.
KLAMATH FALLS
Irrigation Main Canal
HOMEDALE
PATTERSON ST.
BEGINNING OF SURVEY STA. 145+50
LAKEVIEW HWY.
UNITY ST.
VERMONT ST.
WATSON ST.
HILYARD AVE.
2 1
11 12
1 6
12 7
WESTERN ST.
END OF SURVEY STA. 210+00
TO LAKEVIEW
RELOCATED HWY.
EXISTING HWY.
STA. 203+50
BOOTH RD.
KLAMATH FALLS-MALIN HWY.

PUBLIC HEARING 4-15-70

SYSTEM ACTION

COUNTY NOT REQ.

STATE HIGHWAY COMMISSION " "

BUREAU OF PUBLIC ROADS " "

THROUGHWAY RESOLUTION ADOPTED " "

ACCESS CONTROL LIMITED

APPROVED: JUL 3 1970

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY DESIGN APPROVAL MAP

PATTERSON ST., KLAMATH FALLS-MALIN JCT.

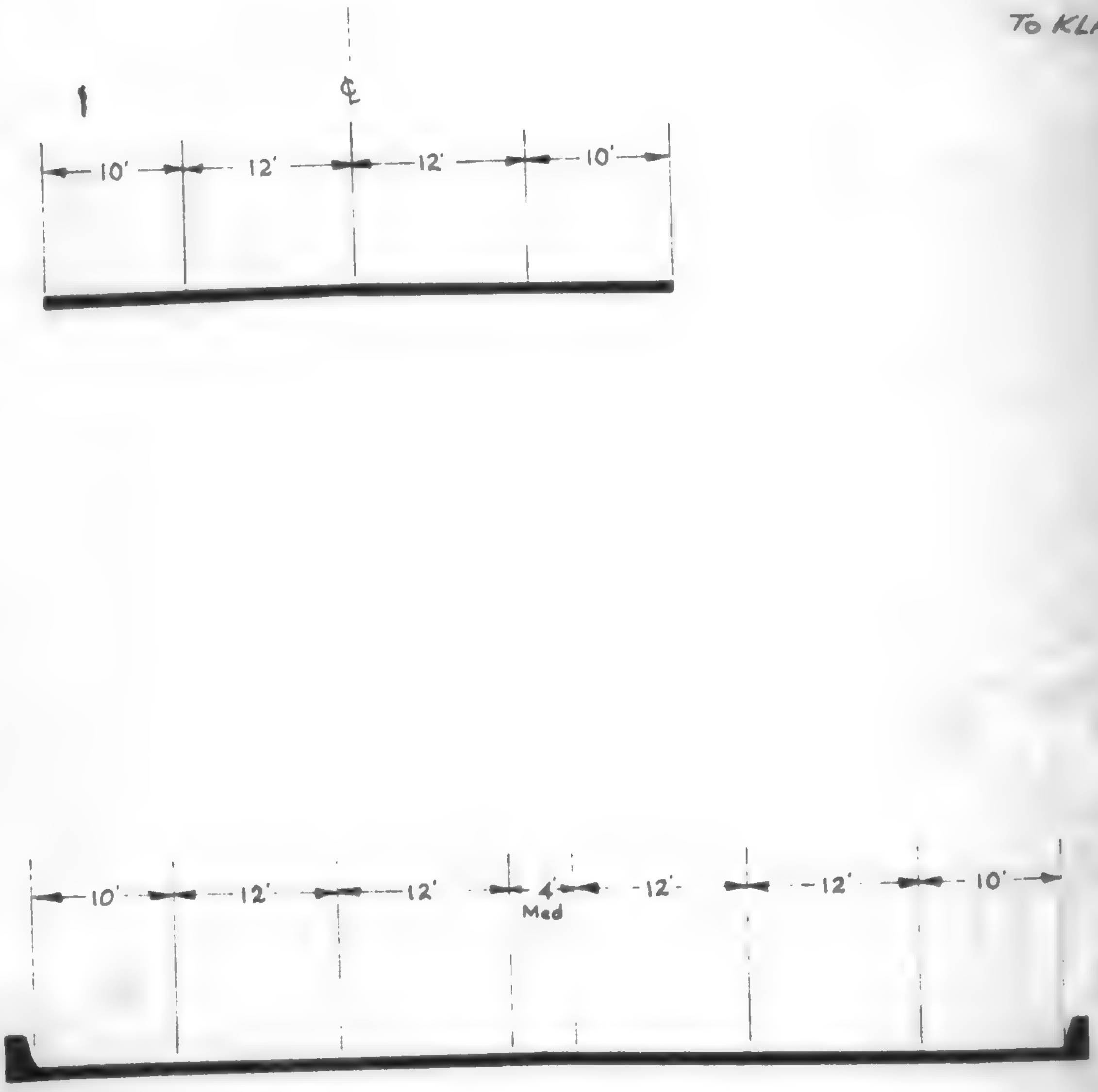
KLAMATH FALLS-LAKEVIEW HWY.

KLAMATH COUNTY

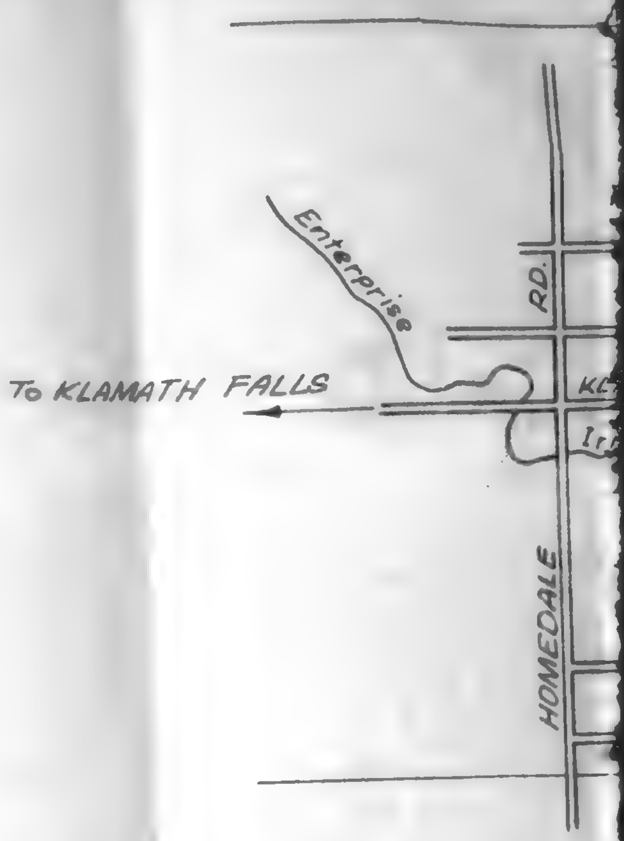
SCALE: 1" = 1,500' ±

DATE: JUNE 1970

FOR DETAILS SEE DRG. NO. 9B-7-3


℄
10'
12'
12'
10'
10'
12'
12'
4'
Med
12'
12'
10'

TYPICAL SECTIONS


Enterprise
RD.
To KLAMATH FALLS
KL
Irr
HOMEDALE

PUBLIC HEARIN
SYSTEM ACTION
COUN
STAT
BUR
THROUGHWAY
ACCESS CONTR

APPROVE

1.25 71

RECEIVED
APR 15 1970
FOR FILING

S-SCP-131(8)
7650

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

Klabor

April 13, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

BEAVERTON-JAMIESON ROAD SECTION, BEAVERTON-HILLSDALE HIGHWAY
OAK GROVE ROAD-ELM STREET (MEDFORD) SECTION, JACKSONVILLE HIGHWAY
PATTERSON STREET-KLAMATH FALLS -MALIN HIGHWAY JUCTION, KLAMATH FALLS-LAKEVIEW HIGHWAY

Your Notices of Intent, listed above, have been referred to the appropriate state agencies for review. All have expressed approval. Included among the comments received was the suggestion that, where applicable, consideration be given to the installation of energy absorbing barriers.

We are pleased to add our approval.

Ed
Edward G. Westerdahl, II

orig to Young
4-14-70

NOTED
FORREST COOPER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

ATTACHMENT B

NOTICE OF INTENT
March 16, 1970

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)
Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 11 City Klamath Falls
County Klamath Special District(s) (if applicable)
Other affected jurisdictions/agencies

2. Federal Program

Common Program Name Federal Aid Secondary
Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)
Fed. Admin. Agency: Dept. Department of Transportation
Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant 490,000
Local Applicant Share -
*State Agency Share 327,000
Other (specify) -
TOTAL 817,000

Source of State Agency Share (if any)
General Fund -
Other Funds (specify) -
*Total State Agency Share 327,000

*Indicates totals should be equal.

4. Estimated Application Filing Date June 1970

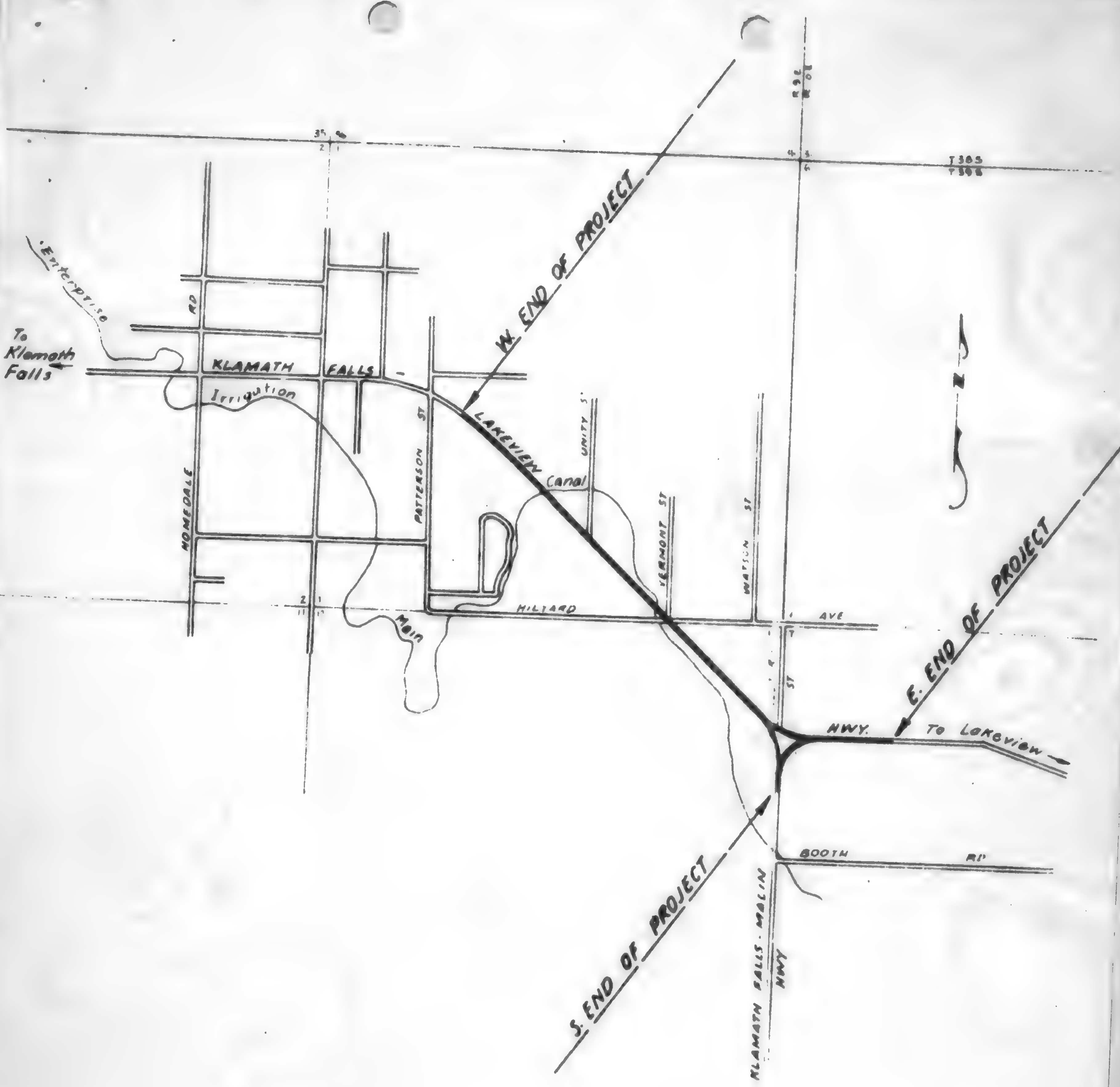
5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

PATTERSON STREET-KLAMATH FALLS-MALIN HIGHWAY JUNCTION, Klamath Falls-Lakeview Hwy.

Project to consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work to convert the existing and two lane highway to a four lane facility with limited access. This project is a continuation of the K.I.D. Canal-Patterson Street Project.

Length of Project-	1.2 miles
Estimated ADT	1969 = 7,200 1990 = 11,500
Standards	Class A (4) Highway (Technical Bulletin No. 19)
Typical Section	The proposed project will be a four lane highway consisting of four 12-foot travel lanes, two 10-foot parking areas, and a 4-foot median.
Structures	Bridges will be required over the enterprise irrigation main canal.

See attached map for geographical location.



W. END OF PROJECT
E. END OF PROJECT
S. END OF PROJECT
To Klamath Falls
Enterprise
KLAMATH FALLS - LAKEVIEW HWY.
To Lakeview
Irrigation
Main
Canal
HOMEDALE RD
PATTERSON ST
UNITY ST
VERMONT ST
WATSON ST
HILLARD AVE
BOOTH RD
KLAMATH FALLS - MALIN HWY
T38S
T39S
N

OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

PATTERSON ST., KLAMATH FALLS - MALIN JCT.

KLAMATH FALLS - LAKEVIEW HWY.

KLAMATH COUNTY

RECEIVED
APR 17 1968
FOR FILING

.7630
5-5115

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 4 Pages

Prefix 18-1??

Section PATTERSON STREET-KLAMATH FALLS-MALIN HIGHWAY JUNCTION Highway KLAMATH FALLS-LAKEVIEW (FAR 410) County KLAMATH Date 4-9-68

Res. Engr. W. R. Merritt Approx. Length 1.2+ Miles. Sta. 146+ to Sta. 210+

Truck A.D.T. 528 Traffic Coefficient 9.2 18 kip s.a. per day 213.9 (Automobiles not considered.)

Annual Precipitation 13"+ Frost Penetration 18"+ - 24"+.

NEW WORK

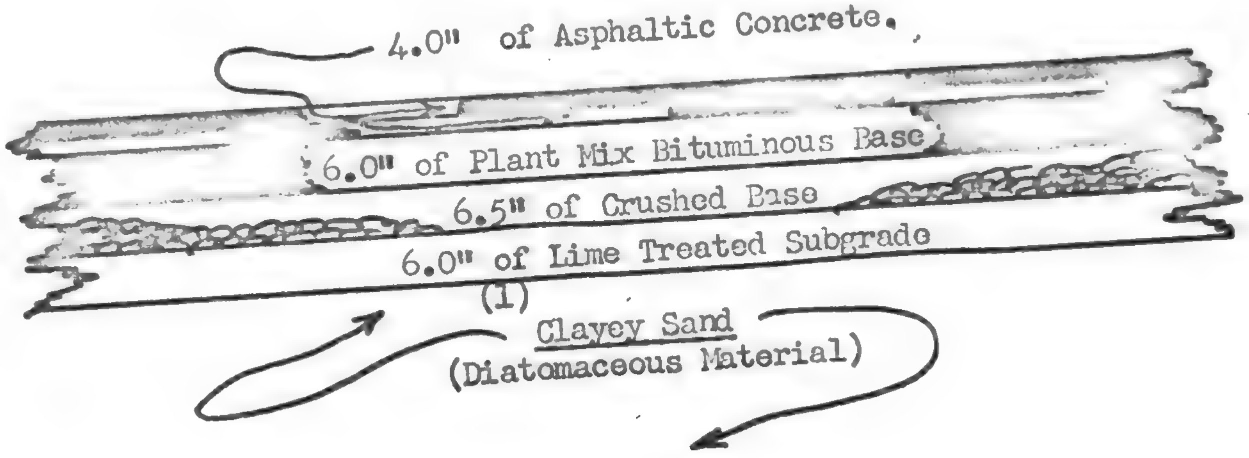
(1)
Typical Soil
31 LL
10 PI
95 %P 10
60 %P200
5 %Gravel
7 %C Sand
28 %F Sand
38 %Silt
22 %Clay
7 "R" Value
~~(Closed)~~

AASHO CLASSIFICATION:

A-4 (5)

MATERIAL SOURCES:

To be determined by the Engineer.


4.0" of Asphaltic Concrete.
6.0" of Plant Mix Bituminous Base
6.5" of Crushed Base
6.0" of Lime Treated Subgrade
(1)
Clayey Sand
(Diatomaceous Material)

CBE Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	11.0	6.0	P.M.B.B.
	6.5	6.5	Cr. Base
	5.0	6.0	L.T.S.
30.5	30.5	22.5	

4-9-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Chief Location Engineer~~
Rural Engineer

NOTED
F. B. KLABOE

Submitted by C. J. Gray
for Staff Assistant

Recommended by [illegible]
Engineer of Materials

Recommended by A. L. Decker
Asst Construction Engineer

Approved by W. Klabo
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 2 of ___ Pages

Section PATTERSON STREET-KLAMATH FALLS-MALIN HIGHWAY JUNCTION Highway KLAMATH FALLS-LAKEVIEW (FAR 410) County KLAMATH Prefix 18-1444

Res. Engr. W. R. Merritt Approx. Length 1.2± Miles. Sta. 146± to Sta. 210± Date 4-9-68

Truck A.D.T. 528 Traffic Coefficient 9.2 18 kip s.a. per day 213.9 (Automobiles not considered.)

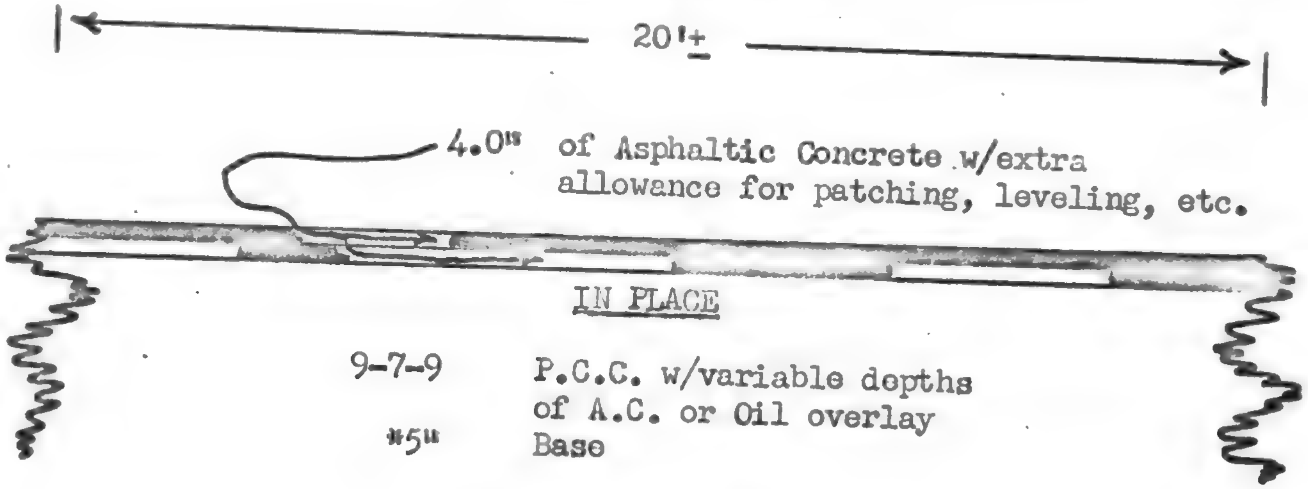
Annual Precipitation 13"± Frost Penetration 18"-24"±.

(1)
Typical Soil
S LL
e PI
e %P 10
%P200
P %Gravel
a %C Sand
g %F Sand
e %Silt
%Clay
l "R" Value
[illegible]

AASHO CLASSIFICATION:

MATERIAL SOURCES:

EXISTING ROADWAY -



4.0" of Asphaltic Concrete w/extra allowance for patching, leveling, etc.

IN PLACE

9-7-9 P.C.C. w/variable depths of A.C. or Oil overlay

*5" Base

Placed about 1929
(From Traffic Log)

*No base was found under P.C.C. at time of condition survey in 1960.

CBE Total Req.	Credit	Actual Thick.	
—			
	8.0	4.0	A.C.
IN PLACE			
	18.0	9.0	P.C.C.
30.5	26.0	13.0	

PATTERSON STREET-KLAMATH FALLS-
MALIN HIGHWAY JUNCTION
Klamath Falls-Lakeview Highway
Klamath County

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	P.M.B.B.	3/4"-0 Level	Crushed Base	L.T.S.	"CBE" Total Requirement	Actual Thickness
8 - 9	3.5"	3.0"	- - -	11.0"	6.0"	28.5"	23.5"
7 - 8	3.5"	- - -	2.0"	11.0"	6.0"	25.0"	22.5"
6 - 7	3.0"	- - -	2.0"	8.5"	6.0"	21.5"	19.5"
4.8 - 6	2.0"	- - -	2.0"	7.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	- - -	2.0"	*4.0"	6.0"	13.5"	14.0"

*Minimum thickness of coarse crushed base.

Should substitutions be made use the "CBE" column to obtain the "TOTAL THICKNESS REQUIRED" and the table below for values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Plant Mix Bituminous Base = 1.8" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase = 0.8" Crushed Base
(Per Standard Specifications)
(plus Supplementals.)

1.0" Lime Treated Subgrade = 0.8" Crushed Base

"EXISTING ROADWAY CREDITS"

1.0" P.C.C. = 2.0" Crushed Base

TRAFFIC ANALYSIS

SECTION: PATTERSON STREET-KLAMATH FALLS-MALIN HIGHWAY JUNCTION

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

6000 Present ADT (1967)

7 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	210	1.5	315	263	450	118,350
3	83	1.5	125	104	1000	104,000
4	9	1.5	14	12	1250	15,000
5	113	1.5	170	142	3180	451,560
6	5	1.5	8	7	2570	17,990
				528	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 706,900

TWENTY YEAR EWL 14,138,000

TRAFFIC COEFFICIENT 9.2

SECTION: PATTERSON STREET-KLAMATH FALLS-MALIN HIGHWAY JUNCTION

HIGHWAY: Klamath Falls-Lakeview

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks:
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., Oil, or P.C.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as the proposed project calls for widening a 2 lane section to 4 lanes. The existing facility will be incorporated into the new section and A.C. is more desirable for this type construction.

120-1149 Country Club Road Interch. Sec. 1971
of Eugene-Springfield Hwy. in
#7651 Eugene. (Traffic signal)

C1P
H221
1-21-51

S

RECEIVED
NOV 21 1972
FOR FILING

7651

November 21, 1972

Seaboard Surety Company
313 Montgomery Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $1,950 will be made to Kern Electric Company, A Division of Consolidated Comstock Company, Inc., on Contract No. 7651 for traffic signal installation on the Country Club Road Interchange Section of the Eugene-Springfield Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $16,267 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Kern Electric Company
A Division of Consolidated
Comstock Company, Inc.
136 West 9th
Albany, Oregon 97321

Seaboard Surety Company
90 William Street
New York, New York 10038

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. H. Versteeg

[illegible] 1 [illegible] 1972

7651

November 13, 1972

Kern Electric Company, Inc.
P. O. Box 577
Albany, Oregon 97321

Gentlemen:

Your request for an additional 65 days to complete the work on the traffic signal installation at the Country Club Road intersection of the Springfield-Eugene Highway in Lane County, Contract No. 7651, has been considered.

After carefully considering the facts pertaining to this request, the Division is granting you a 65-day extension of time without assessment of liquidated damages.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. E. Skoog
J. H. Versteeg
E. Jones

JD:ag dps

RECEIVED
1972
FOR FILING

7651

November 13, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Request for Extension of Time, Contract 7651
Country Club Rd. Interchange
Eugene-Springfield Highway

Kern Electric Co., a Division of Consolidated Comstock Co., Inc., contractor for a traffic signal installation at the subject location in Lane County, has requested an additional 65 calendar days to complete the contract work without the assessment of liquidated damages. The contractor cites a delay in the State's verification of pole heights as his reason for failure to complete the work within the time allotted.

The contract was awarded October 27, 1971, with a 220-calendar-day count beginning November 8, 1971, for a projected completion date of June 14, 1972. The actual completion date was August 18, 1972, with 285 calendar days used, which is an overrun of 65 days.

The shop drawings for the signal poles were submitted to the State for checking, and approved copies were returned to the contractor through the Resident Engineer on November 24, 1971. It is assumed that the contractor received these copies about November 30. These approved copies carried the notation "Do not fabricate until pole lengths have been verified in the field", which is a standard notation. However, field verification of the pole heights was delayed by the proposed construction of a Thunderbird Motel at this intersection, as the Resident Engineer was unable to determine the proposed corner development and access to the motel planned by the consulting engineer. Verification of the pole heights was made and forwarded to the contractor on January 24, 1972, an elapsed time of 56 days. Apparently the contractor failed to notice receiving this verification and on March 7, 1972, called the Resident

Engineer requesting this information. Copies of the original verification were again forwarded to the contractor on that date, but it was then noted that information on one pole had been omitted from the original list. This verification was obtained and forwarded to the contractor on March 16, 1972, after an elapse of 9 days. The poles were then manufactured and delivered to the project on July 18, 1972. The poles were erected and all work on the project completed 31 days later on August 18, 1972.

Since delay in verification of the pole heights and subsequent delay in manufacture of the poles were beyond the control of the contractor, I have granted the contractor a 65-day extension of contract time without assessment of liquidated damages.

This is a State project and concurrence of the Federal Highway Administration is not required. This matter will be on the agenda for your concurrence at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
Tom Edwards
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
L. H. Versteeg
V. L. Gallagher
Gary Ross
Gary Sund

JD:ag dps

FORM 2-90 (REV. 10-69)

Box 583

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 30, 1972

SUBJECT: Country Club Rd. Interch.
Contract No. 7651
Prefix 120-1149

To: Walter J. Hart
Bridge Engineer
SALEM

Attached is the contractor's request for extension of time on the above project. Also included is Ellis Jones' letter recommending 65 days extra time be granted.

As indicated in Jones' letter, the 65 days the contractor is asking for were delays on our part in supplying verified pole and mounting heights.

We agree with Jones and recommend the contractor be allowed the requested 65 days.

John W.

For J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc L. E. George
Ellis Jones

RECEIVED
NOV 6 1972
BRIDGE DIVISION

RECEIVED
OCT 31 1972
BRIDGE DIVISION

OREGON STATE
HIGHWAY DIVISION

Project: Country Club Road Int.
Contract No.: 7651
Prefix: 120-1149

Mr. J.H. Versteeg
Region Engineer
Oregon State Highway Dept.
Roseburg, Oregon

ATTN: J.X. Wilson
Asst. Region Engineer

Enclosed please find the attached Contractors Request for Increased Number of Workdays to Complete Construction Contract dated September 21, 1972, for the subject project.

In reference to L.K. Comstock and Company, Kern Division's request for an increase in the number of workdays, we recommend that the contractor be granted an additional 65 calendar days because of the following circumstances.

On November 24, 1971, approved shop drawings were returned to Kern Electric through the Resident Engineer, with the exception of verified pole lengths and sign mounting heights, which were sent on January 24, 1972. This time spans a period of 56 days.

The delay in obtaining the pole and sign mounting heights was due to a period of uncertainty surrounding the proposed Thunderbird Inn Motel which is in the planning stage adjacent to this project. It was unknown what type of access and corner development the Consulting Engineer was planning.

During the period from January 24, 1972 to March 7, 1972, no apparent action was taken by the contractor to confirm the order for the needed poles. On March 7, 1972, Kern Electric requested by telephone, pole and sign mounting height verifications for the second time.

On March 7, 1972, copies of height verifications were sent to Kern Electric except for pole #5, an advance warning sign pole, which had been overlooked. On March 16, 1972, the height verification for pole #5 was sent to the contractor. This time spans a period of 9 days.

We therefore recommend that the contractors request for additional calendar days be granted.

Ellis H Jones
Ellis H. Jones
Resident Bridge Engineer

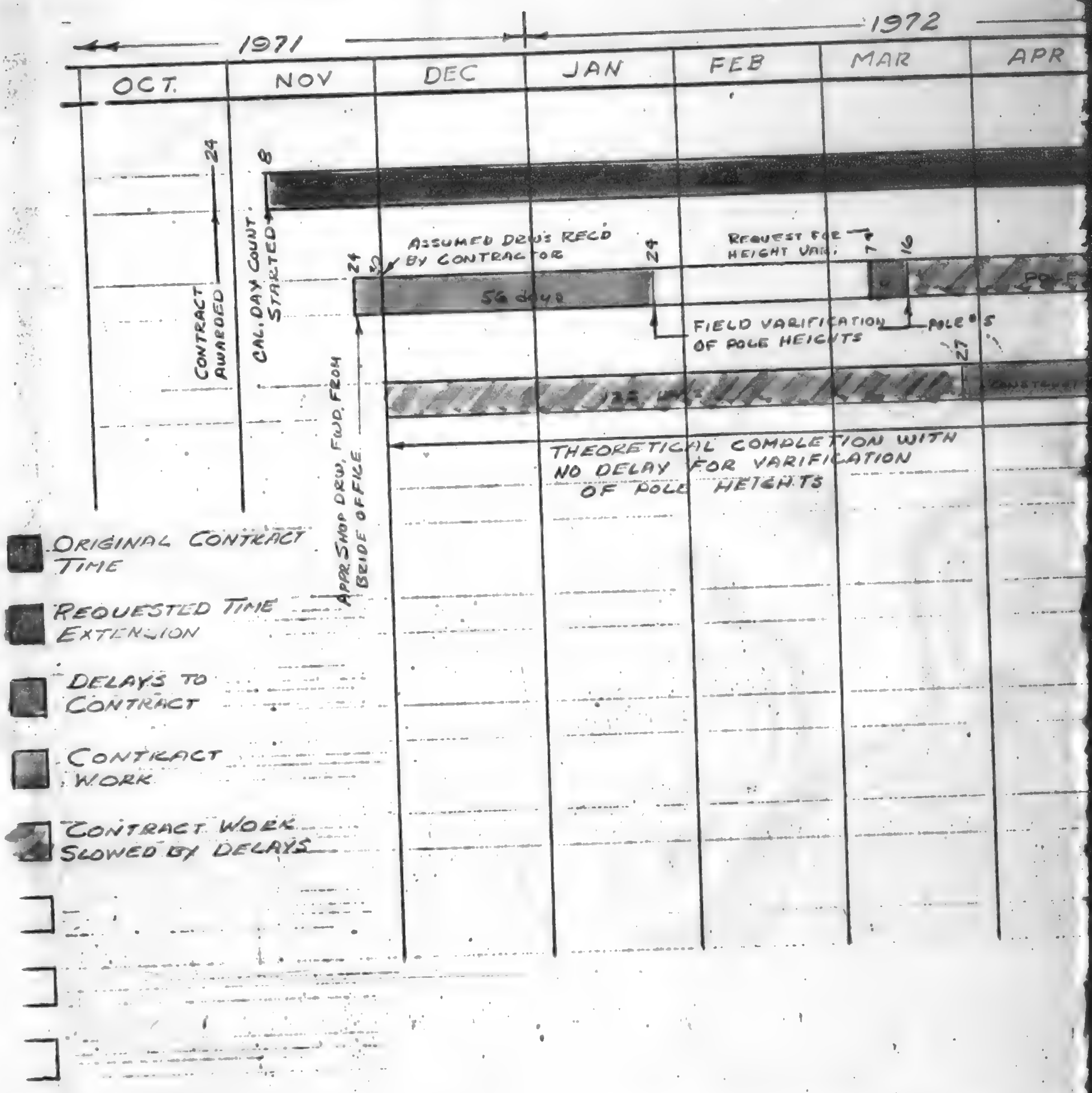
ROSEBURG DIVISION
RECEIVED
OCT 2 0 1972

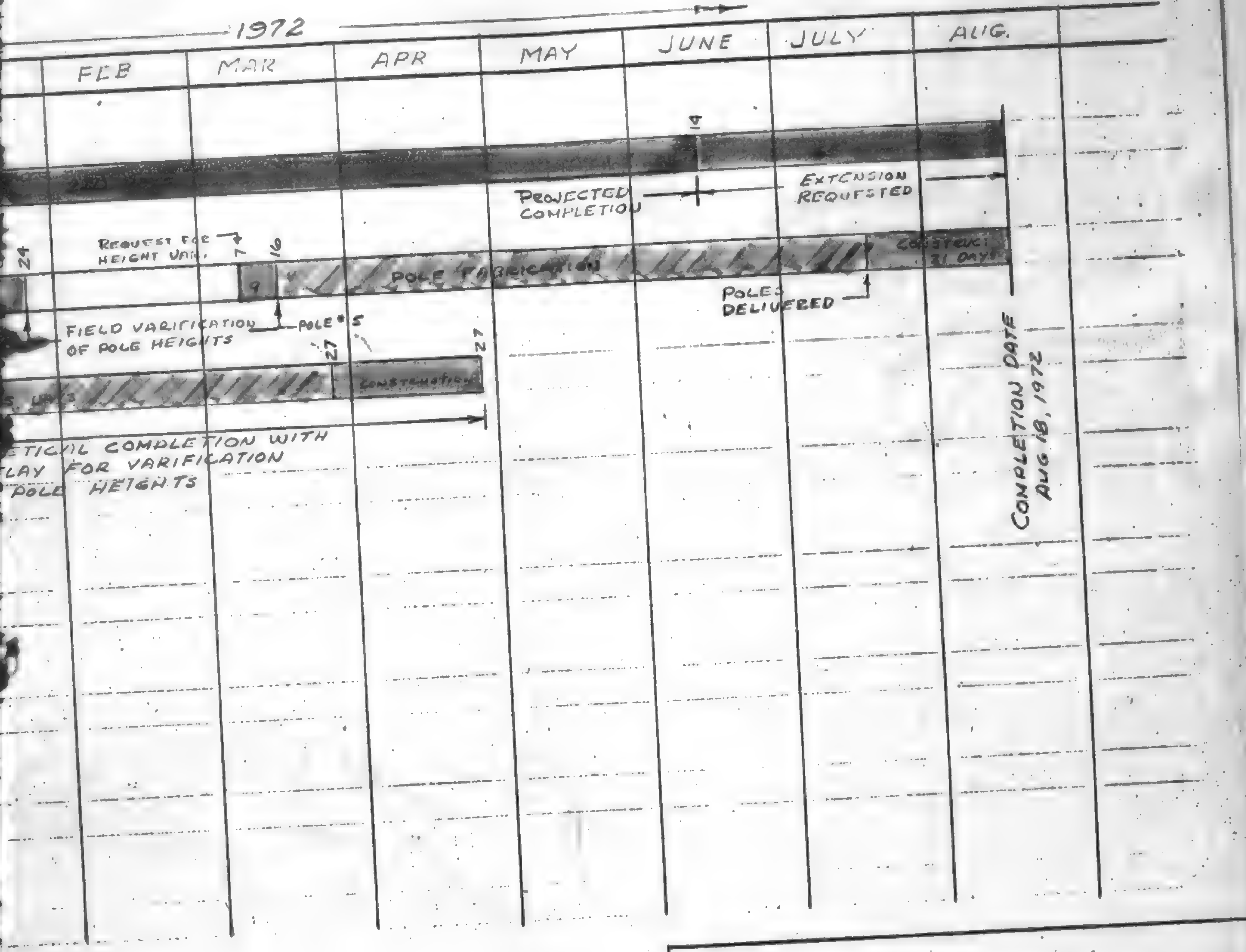
DE	ADE	ADE	ADE	[illegible]

Assign .... For ....
Reply .... Action ....

RECEIVED
NOV 6 1972
BRIDGE DIVISION

CRK


1971
1972
OCT.
NOV
DEC
JAN
FEB
MAR
APR
24
CONTRACT AWARDED
8
CAL. DAY COUNT STARTED
24
APPR. SHOP DRW, FWD, FROM BRIDE OFFICE
ASSUMED DRW'S REC'D BY CONTRACTOR
56 days
24
FIELD VARIFICATION OF POLE HEIGHTS
REQUEST FOR HEIGHT VAR.
7
16
POLE #5
27
122 DAYS
CONSTRUCT
THEORETICAL COMPLETION WITH NO DELAY FOR VARIFICATION OF POLE HEIGHTS
ORIGINAL CONTRACT TIME
REQUESTED TIME EXTENSION
DELAYS TO CONTRACT
CONTRACT WORK
CONTRACT WORK SLOWED BY DELAYS



COUNTRY CLUB ROAD INTRCHG.

TRAFFIC SIGNALS
CONTRACT 7651

E—380 (Rev.)—5M—6-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date September 21, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 285 days, within which to complete our Contract No. 7651, without the assessment of liquidated damages. The said contract is described as follows:
Country Club Road, Interchange Section-Traffic Signal Installation.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
The poles arrived at the jobsite on July 7, 1972. This late delivery was due to a delay in receiving the final pole height verification from the State of Oregon. This final letter from Ellis Jones was dated March 16, 1972.

Respectfully submitted,

L. K. COMSTOCK & CO., INC.
KERN DIVISION
Contractor

By David W. Larson, Office Manager

CONSENT OF SURETY

Date September 28th, 1972

We, SEABOARD SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eleanor Doudera
ELEANOR DOUDERA Attorney-in-fact

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
1929 Georgia-Pacific Bldg.
Portland, Oregon
Resident Agent

By Ethel S. Wold,
Resident Agents for Oregon
Assist. Secy

RECEIVED
OCT 31 1972
BRIDGE DIVISION

RECEIVED
NOV 6 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for 9-21-72

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7651 Contractor L. K. Comstock Co. Kern Division

Highway Eugene-Springfield (I-105)

Section Country Club Road Interchange

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **~~DENIED~~** or **GRANTED**. The reasons for such recommendation are as follows:

Delay in State's verification of pole heights delayed manufacture of poles.

Recommended for Approval:

J. X. Wilson
Division Engineer

Walter J. Hunt
~~Construction Engineer or~~
Bridge Engineer

A. J. Johnson
Assistant State Highway Engineer

Contract No.	7651
Project designation (State-Federal)	State
Date awarded	October 27, 1971
Work started	February 14, 1972
Per cent completed (Date)	100% August 18, 1972
No. of Workdays Allowed	220
No. of Workdays Used	285
No. of Added Workdays Requested	65

State Printing 37000

4

5

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7651

DATE October 2, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7651, Work Completed August 18, 1972

Project Country Club Road Interchange

Highway Eugene-Springfield (I-205) County Lane

Type of Work Traffic Signal Installation

Contractor Kern Electric Co., a Division of Consolidated Comstock Co., Inc.

Recommended Acceptance Date September 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:dg

cc C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

9 7651

Report No. 39 (Final) 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Country Club Road
WEEK ENDING: 9-9-72
SECTION PREFIX: 120-1149
HIGHWAY: Eugene-Springfield
COUNTY: Lane
KIND OF WORK: Traffic signal installation
NAME OF JOB: Country Club Road Interchange
CONTRACTOR: Kern Electric
CONTRACT NUMBER: 7651
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 10-27-71
DATE WORK STARTED: 2-14-72
ESTIMATED COMPLETION DATE: 8-1-72
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0
MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
WORK DAYS USED:
SPECIFIED CALENDAR DAYS: 220
CALENDAR DAYS USED: 285
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 130%
PROJECT AUTHORIZATION: $ 18,969.22
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 17,312.52
ENGINEERING AUTHORIZATION: $ 1,656.70
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,567.00
ENGINEERING COST TO DATE: $ 1,549.64
DATE PROJECT WAS COMPLETED: 8-18-72
ESTIMATED PERCENT: [redacted] UNDERRUN 4.31%
PERCENT OF AUTHORIZATION: 93.5%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT:

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Cloudy am Fair pm			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED
SEP 11 1972
CONSTRUCTION SECTION

Kearny
Bond B
Walker
Johnson
P... C
Glenn BEN GIFFORD
[illegible]
Berg

[illegible] DESCRIPTION OF ACTIVITIES FOR THE WEEK

[illegible]	[illegible] semi-final estimate
TUESDAY 9-5	[illegible] semi-final estimate
WEDNESDAY 9-6	One man working on semi-final estimate
THURSDAY 9-7	Seim-final estimate submitted to Region office.
FRIDAY 9-8	
SATURDAY	

REMARKS

Status: Job is complete. This is the final weekly report.

SIGNED Ellis H Jones LOCATION Eugene, Oregon
Ellis H. Jones, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
OCT 29 1971
FOR FILING

120-1149
7651

bc F. I Morgan
I. D. Merchant
L. H. Young
Attn: Vince Gallagher
C. T. Keasey
Ellis Jones
William Geibel (SAIF)

October 27, 1971

Kern Electric Company
A Division of Consolidated
Comstock Company, Inc.
136 West 9th
Albany, Oregon 97321

Gentlemen:

The State Highway Commission on October 4, 1971, accepted your proposal for a traffic signal installation on the Country Club Road Interchange Section of the Eugene-Springfield (I-105) Highway in Lane County and referred it to the State Highway Engineer with authority to award the contract as soon as Lane County approves the project and deposits $9,500.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7651.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 8, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
SEP 30 1971
FOR FILING

120-1149
7651

July 28, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4221

59 7-27-71.

Mr. Gerald K. Attig
Director of Public Works
Lane County
Post Office Box 2729
Eugene, Oregon 97402

Dear Mr. Attig:

On June 29 Mr. Klaboe wrote to you concerning the installation of two-phase, fully actuated traffic signals at the intersection of the off-ramp from I-105 and Country Club Road.

On July 7 we received this letter back bearing the signature of Jess Hill for approval by Lane County.

Under the terms of the original agreement the State and County were to share equally in the cost of the installation which was estimated at $12,000.

Under the revised plan the cost is estimated at $21,000 as outlined in Mr. Klaboe's letter.

This matter was presented to the Highway Commission and the additional expenditure was approved by them.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl
bc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
Frank Hall
H. S. Cox
V. E. Skoog
L. H. Young
C. T. Kessey

RECEIVED
JUL 19 1971
FOR FILING

126-1149
7651

11-1

July 16, 1971

Oregon State Highway Commission

Gentlemen:

At the May 4, 1971 meeting, there was approved an agreement with Lane County and the City of Eugene providing for the installation of traffic signals at the intersection of the I-105 off ramp and Country Club Road in Eugene. Under the terms of the agreement, the State and the County share equally in the cost of the installation and the City cares for future maintenance and power consumption. The total cost was estimated to be $12,000, with the State's $6,000 share to be added to the State Construction Program for the fiscal year 1972.

Subsequently, the City and County have [illegible] that a more sophisticated control be installed. The estimated cost of such an installation is $21,000. The County has indicated its willingness to bear its share of the added cost.

It is recommended that the additional expenditure of $4,500 in State Construction Funds be approved.

This matter will be on the agenda for the July 27 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
Frank L. Hall
H. S. Cox
V. E. Skoog
L. H. Young
C. T. Kassey

VPJ:pb fn

RESOLUTION NO. 1926

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF EUGENE, OREGON, as follows:

Section 1. That certain Agreement, a copy of which is hereto attached, marked Exhibit "A", and made a part hereof by reference, by and between the State of Oregon, by and through its State Highway Commission, Lane County, a political subdivision of the State of Oregon, and the City of Eugene, a Municipal Corporation of the State of Oregon, be and the same is hereby approved and confirmed.

Section 2. That the Mayor and the City Recorder be, and they are hereby empowered, authorized and directed to execute said Agreement for and on behalf of the City of Eugene.

Section 3. This Resolution shall be effective as of April 20, 1971.

The foregoing Resolution adopted this 10th day of May, 1971.

City Recorder

RECEIVED
MAY 19 '71
OREGON
STATE HIGHWAY COMMISSION

[illegible]
APR 14 1971
FOR FILING

120-1149
7651

April 14, 1971

Oregon State Highway Commission

Gentlemen:

Analysis of traffic conditions at the intersection of the Interstate 105 off ramp and Country Club Road in Eugene has indicated that a traffic signal installation would materially improve operating conditions at this intersection.

It is proposed that a pretimed traffic signal be installed at this location at an estimated total cost of $12,000. Lane County will contribute 50 percent of this cost and the City of Eugene will pay for the power and maintain the installation. It is recommended that this project be added to the Fiscal Year 1972 State Construction Program.

This matter will be on the agenda for your consideration at the May 4 meeting. Your approval is recommended.

Very truly yours,

Ev L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
Frank L. Hall
V. E. Skoog
L. H. Young
C. T. Kessey

25-1105 Pieper Canyon Road-Bunker Hill 1971
Rd. Sec., N.W. of Heppner.
#7652 (Grad., pav. and structures)

7652

February 22, 1973

United States Fidelity and Guaranty Co.
340 Central Building
Seattle, Washington 98104

Gentlemen:

On February 21, 1973, we wrote to you concerning release of final payment on Contract No. 7652 awarded to L. W. Vail Co., Inc., for work on the Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway in Morrow County.

Final payment on this contract is $22,521.81 and the total contract amount is $447,393.42 including $8,097.03 for work performed under force account.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

dw

cc U. S. Fidelity & Guaranty Co.
301 Oregon Bank Building
Portland, Oregon 97204

L. W. Vail Co., Inc.
P. O. Box 867
Pasco, Washington 99301

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: Dick Hoack
Wendell Schwartz

7652

February 16, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7652 Work Completed September 1, 1972

Project Pieper Canyon Road - Dunbar Hill Road

Highway Heppner County Morrow

Type of Work Grading, Paving and Structure

Contractor L. W. Vail Co., Inc.

Recommended Acceptance Date February 16, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

BMW:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7652

5

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pieper Canyon Rd-Bunker Hill Rd.

WEEK ENDING: 9/8/72

SECTION PREFIX: 25-1105

HIGHWAY: Heppner

COUNTY: Morrow

NAME OF JOB: Pieper Canyon-Bunker Hill

KIND OF WORK: Grading, Paving, & Structures

CONTRACTOR: L.W. Vail Co. Inc.

CONTRACT NUMBER: 7652

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: 10/4/71

DATE WORK STARTED: 11/23/71

ESTIMATED COMPLETION DATE: Sept. 1, 1972

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: ~~6~~ 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 189½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95

PROJECT AUTHORIZATION: $537,019.80

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $474,436.73

ENGINEERING AUTHORIZATION: $42,583.07

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $454,764.54

ENGINEERING COST TO DATE: $58,300.00

DATE PROJECT WAS COMPLETED: Sept. 1, 1972

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %

PERCENT OF AUTHORIZATION: 137 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.79	3.79		3.79	3.79
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.79	3.79		3.79	3.79
TOTAL ESTIMATED QUANTITIES (CONTRACT)	64,000cy	48,000t		410cy 74t	16,200t
TOTAL QUANTITIES CORRECTED TO DATE	67,434.2	46,178.8			15,360
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same		230cy 67t	same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	772A	4478	4478A					
PERCENT	100	Removed	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	"			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			Finished Last Friday

RECEIVED
SEP 11 1972
CONSTRUCTION SECTION

Keasey
Bond
Walker
Johnsen
Pease
Gunn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work all week Finished Project
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final done. This is last report.

SIGNED ______________ LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

A E Johnson

RECEIVED
APR 21 1972

FOR FILING

7652

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 18, 1972
Salem, Oregon

SUBJECT:

Pieper Canyon Rd.-Bunker Hill Rd.
Heppner Highway
Contract 7652 - State Project
Non-Specification Metal Reinforcement

To:
W. Schwartz
Regional Engineer
Region 5
LaGrande

This letter is to confirm previous verbal instructions that metal reinforcement which does not completely meet the specifications is not to be used on the subject project and to outline penalties to be assessed for non-specification metal reinforcement which has already been incorporated into the project.

For metal reinforcing which did not meet the ultimate strength requirements, (See Lab Report No. 994232) a penalty shall be assessed using the following procedure:

1. Assume that if the actual ultimate strength equals double the design stress the reinforcing would have zero value for purpose of use in the structure.
2. If the actual ultimate strength equals or exceeds the specified ultimate strength, the reinforcing would have 100% of the value assigned to it for use in the structure.
3. If the actual ultimate strength is some place between double design stress and the specified ultimate strength, its value for use in the structure is some place between zero and 100%. The actual percent of value is computed using the following formula:

$$\text{Percent of Value} = \frac{\text{Actual Ultimate} - \text{Double Design}}{\text{Specified Ultimate} - \text{Double Design}}$$

(Double Design = 40,000 psi)

This represents the value of the actual reinforcing received as compared to the value of the reinforcing specified.

NOTED
A. E. JOHNSON

4. The penalty to be applied to the bid price for low ultimate strength metal reinforcement is 100% less the percent of value as computed above. The following table indicates the penalty to be assessed for the low ultimate strength metal reinforcement.

Bar Size	Spec. Ult.	Actual Ult.	Double Design	Actual Ult. Less Double Design	Spec. Ult. Double Design	Percent Of Value Received	Penalty, Percent Of Bid Price
3	70	56	40	16	30	53.4	46.6
5	70	55.6	40	15.6	30	52	48

For metal reinforcement with low height deformations, a penalty shall be assessed using the following procedure:

1. ACI Standard 318-63, Article 1301 (c) (1) allows a maximum bond stress for deformed bars of 350 psi. Article 1301 (c) (4) allows a maximum bond stress for plain bars of 160 psi; thus a plain bar has only 45.7% the value of a fully deformed bar in bond. A bar with partial deformation would have a value some place between these two points.

2. For bars with height deformation less than specified, a penalty based on the actual height of deformation will be assessed against the unit bid price. For a plain bar the penalty would be 100% minus 45.7% or 54.3% of the bid price. For the No. 8 Bars in question the penalty will be figured as follows:

Deformation Height Specified = .050 inches
Actual Deformation Height = .043 inches
Actual Deformation Height = 86% of Specified

Penalty to be assessed against the unit bid price for the weight of of metal reinforcement involved = 100 - [45.7 + .86 (54.3)] = 100 - 92.4 = 7.6%

Penalty = (7.6%) (Unit Bid Price) (lbs. involved)

For metal reinforcement with non-specification spacing of deformations, a penalty computed on a similar basis shall be assessed. Again the value of a plain bar would be 45.7% of a bar with specified spacing of deformations. As the spacing of the deformations approaches that specified the value of the bar approaches 100%. In other words the value of the bar is based on the reciprocal of the spacing. For example, if the spacing is twice specified the value of the bar would equal the value of a plain bar plus one-half the difference between the value of a plain bar and the value of a bar with specified deformation spacing or if the spacing is three times that specified, the value of the bar is then equal to the value of a plain bar plus one-third the difference between the value of a plain bar and the full value of a bar with specified spacing. In the case of the No. 6 Bars for this project, the spacing specified is .525 inches and the actual spacing is .542 inches; thus the spacing is 1.032 times that specified.

The penalty to be applied to the unit bid price for the metal reinforcement involved = $100 - \left[45.7 + \frac{1}{1.032}(54.3)\right] = 100 - 98.4 = 1.6\%$

Penalty = 1.6% (Unit Bid Price) (lbs. involved)

Please initiate a price agreement to cover the assessment of penalty as outlined above.

If penalty is less than $100.00 it should be ignored.

R. W. Ellison

R. W. Ellison
Bridge Administration Engineer

RWE/ag

Attach.
cc: A. E. Johnson
R. J. Wright

RECEIVED
APR 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-61 (Rev. 11-61)

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION LABORATORY RECORD
ASTM A615 Gr 40 Reinforcing STEEL

Laboratory No. 991232
Data Sheet No. 60930
Prefix 25-1105
Amount charge 60.00
Dept. invoice No. Folio
Date received 1-31-72
Date reported Feb. 1, 1972

Project Pieper Canyon Rd. - Bunker Hill Rd.
Highway Heppner
Contractor L. W. Vail Co. No. 7652
Submitted by L. C. Johnson
Source of material Portland Wire & Iron Works
Sampled or inspected at Job Site To be used Class "A" Conc. Footings & Walls
Sampled or inspected by Bob Walling 1-20-72

Laboratory No.					
Sample No.					
Shape					
Description size	3	4	5	6	8
Source of Mfg.	Korea	Korea	Korea	?	Taiwan
Grade	40	40	40	40	40
Color code					
Lot No.					
Weight per lineal ft., lbs.	0.361	0.629	0.962	1.563	2.577
Thickness, inches					
Heat No.					
Quantity represented, lbs.					
Test area, sq. in.	0.11	0.20	0.31	0.44	0.79
Yield point, lbs. actual	5,060	9,520	13,000	24,450	40,700
Yield point, lbs. per sq. in.	46,000	47,500	41,900	55,600	51,500
Tensile strength, lbs. actual	6,160	14,160	17,250	36,800	61,850
Tensile strength, lbs. per sq. in.	56,000	70,800	55,600	83,600	78,300
Elongation, % in 8 inches	26.0	21.0	25.5	25.0	23.5
Reduction in area, percent					
Cold bend test					
Deformations height, in.	OK	OK	OK	OK	0.043
~~[illegible]~~ spacing, in.	OK	OK	OK	0.542	OK
~~Zinc coating, oz. per sq. ft.~~	No mill	certifications	were	furnished	

REPORT TO:
X L. W. Vail Inc.
0 Bureau of Public Roads
X 0 Construction Engineer
0 Maintenance Engineer
X 0 Bridge Engineer
0 Requisition Office
X 0 Division Engineer Schwartz
X 0 Resident Engineer L.C.Johnson
0 Dist. Maint. Supt.
X 0 Materials Portland
X 0 Files XOliva

Material as represented by this sample ~~does~~, [✓ does not] comply with specifications.

Specifications require that bars be marked with producer's mill designation, the numeral size designation, and the letter "N" indicating produced from billet steel. None of these samples are properly marked.

Physical test values that are "circled" fail to meet minimum requirements.

Shop charge .... Tested by .... Checked by ....

RECEIVED
FEB 22 1972
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6527310

25-1105
7652

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

February 17, 1972

Re: 42-inch Arch Type Pipe
Pieper Canyon Road-Bunker Hill
Road Section
Heppner Highway
Morrow County
Contract No. 7652
Your File: D 9170-32-1

Gentlemen:

This is in reply to your letter dated January 18, 1972, wherein you ask that we investigate and advise of our reasoning to place a 42-inch arch type metal pipe under the highway at Highway Station 1622+05 in place of the existing 18-inch culvert.

The larger pipe is being installed not because of an increase in surface drainage but to accommodate more tumbleweeds before becoming plugged.

Therefore, it does not appear that the amount of drainage water has been materially changed from the original condition and no additional drainage would be necessary under the railroad.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: A. E. Johnson w/copy of UP letter
W. E. Schwartz
L. C. Johnson
H. E. Gerlach

RECEIVED
FEB 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

Form 8-123

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON
97208

January 18, 1972

File Ref. D 9170-32-1

Routing
Kessey — RECEIVED — Pease
Bond — JAN 25 1972 — Glenn
Walker — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad and Utility Engineer

RE: Pieper Canyon Road-Bunker Hill Road Section
Heppner Highway, Morrow County, Contract No. 7652.

Dear Sir:

It has recently been noticed that State's contractor on the above captioned project is installing a 42" arch type drainage culvert at approximately highway station 1622+05 under the Heppner highway on the north side of our trackage where we do not have an existing drainage structure under our track.

The State's plans for this project indicate that the 42" arch culvert is replacing an existing 18" culvert pipe. Will you please advise the need to increase the size of this culvert. It would appear that the State should give consideration to installing a corresponding culvert under the Railroad if your highway construction will result in an increased flow of surface drainage at this location. Will you please investigate and advise.

Yours very truly,

RB Hardin

R. B. Hardin
Superintendent

COPIES TO:
WE SCHWARTZ - PLEASE INVESTIGATE + ADVISE
LC JOHNSON
HM FILLMORE

RECEIVED
NOV 9 - 1971
FOR FILING

25-1105
7652

ION

For Complete File
See: Const R/W
Heppner

• • • SALEM, OREGON • • • 97310

October 29, 1971

~~MISC. CONTRACTS and AGREEMENTS No.~~

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Permit of Entry
Lexington-Pieper Canyon Road Section
Heppner Highway
Morrow County
Your File: C 315 - 2 - 104

RAILROAD COMPANIES
FILE No. 714

Gentlemen:

Herewith you will find the copy of the Permit of Entry, approved by the Chairman of the Highway Commission on September 29, 1971, and received formal approval at the Commission Meeting on October 19, 1971.

This document allows the State to enter upon your property between the above captioned limits. Our current contract with L. W. Vail Construction, Inc., (Contract No. 7652), extends from Pieper Canyon Road to Bunker Hill Road. The section between Lexington and Pieper Canyon Road will be constructed at a future date.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe w/original Permit of Entry
H. S. Coulter w/copy of Permit of Entry
L. C. Johnson "
H. M. Fillmore "

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

G. H. BAKER
GENERAL MANAGER
NORTHWESTERN DISTRICT

726 PITTOCK BLOCK
PORTLAND, OREGON 97205

September 22, 1971

C 315-2-104

Oregon State Highway Commission
State of Oregon
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glann
Litchfield ✓
Gallagher
[illegible]

RECEIVED
SEP 24 1971
CONSTRUCTION
DIVISION

Gentlemen:

Re: Construction of Lexington-Bunker Hill Section Heppner Highway, Morrow County.

Pursuant to your request, the Oregon State Highway Department (hereinafter called "State"), may enter upon the right-of-way of the Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company (hereinafter called "Railroad") for the purpose of reconstructing the Lexington-Bunker Hill Section of the Heppner Highway in Morrow County.

Your entry on the Railroad's property is subject to the following conditions:

(1) Any easements to be granted by the Railroad shall be subject to the conditions and reservations contained on Pages 3 and 4 of the attached standard form of agreement.

(2) The amount to be paid for easements shall be negotiated after easement descriptions are agreed upon.

(3) All work by the State will be performed in accordance with the terms and conditions of Pages 3 through 14 of the previously mentioned and attached form of agreement.

(4) State's construction shall be confined to those portions of Railroad's right-of-way indicated on attached Exhibit "A" print dated July 13, 1971.

(5) A statement of work to be performed by the Railroad and the estimated cost thereof shall be furnished to you when prepared. The State shall reimburse the Railroad for work and services heretofore and hereafter performed in connection with the project purusant to the provisions of Section 3, Page 7 of standard agreement.

(6) After details of construction, easement descriptions and costs are agreed upon and approved by the Railroad's Chief Engineer, the Oregon State Highway Commission shall execute the agreement containing the terms and conditions in the Railroad's attached standard form agreement.

Will you please sign the enclosed carbon of this letter to indicate your acceptance and concurrence in binding the State to use and occupancy of the Railroad's property per the foregoing.

Very truly yours,
G H Baker

Approved 9/28/71
Asst. State Hwy. Engr.

ACCEPTED AND AGREED TO:

OREGON STATE HIGHWAY COMMISSION
By Glenn L. Jackson

ASST. ATTORNEY GENERAL

APPROVED As to form
Chief Counsel

Attest C. A. Head
Ass't. SECRETARY

RECEIVED
NOV 10 1971

~~FOR FILING~~
25-1105
7652

Salem, Oregon
October 21, 1971

Agenda Item 51

Mr. F. D. Morgan
Construction Engineer

Attention: T. W. Litchfield
Railroad and Utility Engineer

~~MISC. CONTRACTS and~~
~~AGREEMENTS No.~~

RAILROAD COMPANIES
FILE No. 714

Attached are two copies of a Permit of Entry from Union Pacific Railroad Company granting the State access to Railroad property for construction of Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway in Morrow County.

We have kept a copy of this agreement until an original signed one is returned.

Floyd Query, Secretary

fkn
Att.

RECEIVED
OCT 21 1971
FOR FILING

25-1105
7652

October 20, 1971

L. W. Vail Co., Inc.
P. O. Box 647
Pasco, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7652 for work
on the Piper Canyon Road-
Bunker Hill Road Section of
the Heppner Highway in
Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United States Fidelity & Guaranty Co.
340 Central Building
Seattle, Washington 98104

United States Fidelity & Guaranty Co.
Portland Office
301 Oregon Bank Building
Portland, Oregon 97204

bc F. D. Morgan
I. D. Merchant
H. S. Coulter
L. C. Johnson

RECEIVED
OCT 2 1971
FOR FILING

25-1105
7652

September 29, 1971

Oregon State Highway Commission

Gentlemen:

A Permit of Entry has been prepared by the Union Pacific Railroad Company granting the State access to Railroad property for the construction of the Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway in Morrow County. This Permit of Entry also includes the right to enter Railroad property lying between Lexington and Pieper Canyon Road.

This permit requires the State to adhere to the usual conditions demanded by the Railroad on a construction project and provides that the consideration for the easements will be negotiated at a future date. The State is also obligated to reimburse the Railroad for any cost they may incur. We estimate the Railroad cost, including consideration for easement and all other costs, to be approximately $2,000.

Inasmuch as bids are to be opened on the Pieper Canyon Road-Bunker Hill Road Section on September 30, 1971, this matter was approved by Chairman Jackson on September 29, 1971. It will be on the agenda for confirmation at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

TWL:dl kw
cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
L. H. Young
F. D. Morgan
V. E. Skoog
H. S. Coulter

RECEIVED
OCT 18 1971
FOR FILING

25-1105
1652

5N
9-8-71

September 9, 1971

MISC. CONTRACTS and
AGREEMENTS No. 4629

Morrow County Court
Courthouse
Heppner, Oregon 97836

Attention: Sadie Parrish
Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway. - #1652

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

8-13-71

RECEIVED
AUG 26 1971
FOR FILING

25-1105
7652

JUL 28 1971 RECEIVED
FISH COMMISSION
__Director____
__Asst. Director____
__Fiscal Officer____
__Spec. Asst.____
__Auditor____
__Licenses____
__Fish Culture____
__Research [illegible] Carnegie
__[illegible] Ins.____
__Info-Ed.____
__Surname____

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 27, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

Attached are the following prospectuses for location surveys proposed by the Oregon State Highway Division. These are forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963:

Thornberry-Lamborn County Road Section
Sherman Highway, Sherman County
No Fish

Emigrant-Frazer Couplet Section, Pendleton-
John Day Highway, Umatilla County
No Stream

Hermiston-Stanfield Junction Section, Umatilla-
Stanfield Highway, Umatilla County
No stream - canals

Addendum "A", Pieper Canyon Rd-Bunker Hill Rd Section, Heppner Highway, Morrow County
Willow Cr. tribs crossing … east side of R.R.

cc's sent 8-18-71

F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
F. E. Terpin (4)
W. H. Tebeau
H. S. Coulter (6)
J. F. Putnam (2)

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer

SNR 8-13-71

Dear Frank,
we anticipate no fishery conflicts + projects are approved.
Burt Carnegie

Attach.

RECEIVED

RECEIVED
AUG 10 1971
FOR FILING

25-1105
7658

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
GEORGE L. HIBBARD, Vice Chairman
JOHN P. AMACHER, *Member*
DAN CALLAGHAN, *Member*
J. PAT METKE, *Member*
JOHN W. McKEAN
State Game Director

August 4, 1971

RECEIVED
AUG - 9 1971
DESIGN
SECTION

ian
A. Olson
Wills
Hackleman
Carstensen
Kayes
Terpin

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the prospectuses for several projects sent with your letter of July 27, 1971. The subject projects are as follows:

1. Thornberry-Lamborn County Road Section
   Sherman Highway, Sherman County
2. Emigrant-Frazer Couplet Section, Pendleton-
   John Day Highway, Umatilla County
3. Hermiston-Stanfield Junction Section, Umatilla-
   Stanfield Highway, Umatilla County
4. Addendum "A," Pieper Canyon Rd.-Bunker Hill
   Road Section, Heppner Highway, Morrow County

There will be no conflict with wildlife resources as a result of these projects and they are approved.

We appreciate the opportunity to offer comments.

cc's sent 8-9-71
F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
F. E. Terpin (4)
W. H. Tebeau
H. S. Coulter (6)
J. F. Putnam (2)

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
AUG 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

P

RECEIVED
JUL 30 1971
FOR FILING

25-1105
7652

July 29, 1971

Oregon State Highway Commission

Gentlemen:

The Morrow County Court has signed an agreement concerning the Piper Canyon Road-Bunker Hill Road Section of the Heppner Highway. The proposed project lies between Heppner and Lexington.

This agreement provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, grading, drainage, base, paving, and signing. The County has agreed to cooperate with the State in the usual manner to effect the relocation or adjustment of any utility facilities that may be in conflict with the plans for the project and concurs in the State's recommendations pertaining to road closures. The agreement also stipulates that the County will continue to exercise all jurisdiction, maintenance and control of Bunker Hill Road, including an improved connection to the highway. It is the State's intention to abandon a short segment (approximately 1,900 feet) of existing highway alignment to the abutting property.

The estimated cost of this project is $500,000 and is to be financed by the 1971 State Road Program. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

MCH:ljt kw
cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
Frank L. Hall
H. S. Cox
H. S. Coulter

Agenda

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway in Morrow County and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, no public hearing was required; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Pieper Canyon Road-Bunker Hill Road Section of the Heppner Highway in Morrow County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the route location and highway design as shown on the Engineer's map of the Pieper Canyon Road-Bunker Hill Road Section beginning at Highway Engineer's Station 1579+00 at Pieper Canyon Road southeast of Lexington and extending in a southeasterly direction to Highway Engineer Station 1817+00 for a distance of approximately 4½ miles which map for identification purposes bears Survey Design Approval Map File No. 1R-4-493 and the date of May, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. This approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with limited access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 22nd day of June, 1971, as "Highway Corridor and Design Resolution No. 399."

June 22, 1971

RECEIVED
MAY 24 1971
FOR FILING

1. 1
25-1105
7652

May 24, 1971

Oregon State Highway Commission

Gentlemen:

The survey on the Pieper Canyon Road-Bunker Hill Road Section of Heppner Highway in Morrow County, has been completed. This project, listed in the Second Bond Issue, is in a rural area and did not require a public hearing or clearinghouse review under State law.

The project is 4.31 miles in length and is estimated to cost $500,000 ($465,000 Construction; $35,000 Right of Way).

I recommend this project be let this fall and request authority to acquire the necessary right-of-way.

This matter will be on the agenda for your consideration at the June 22 meeting.

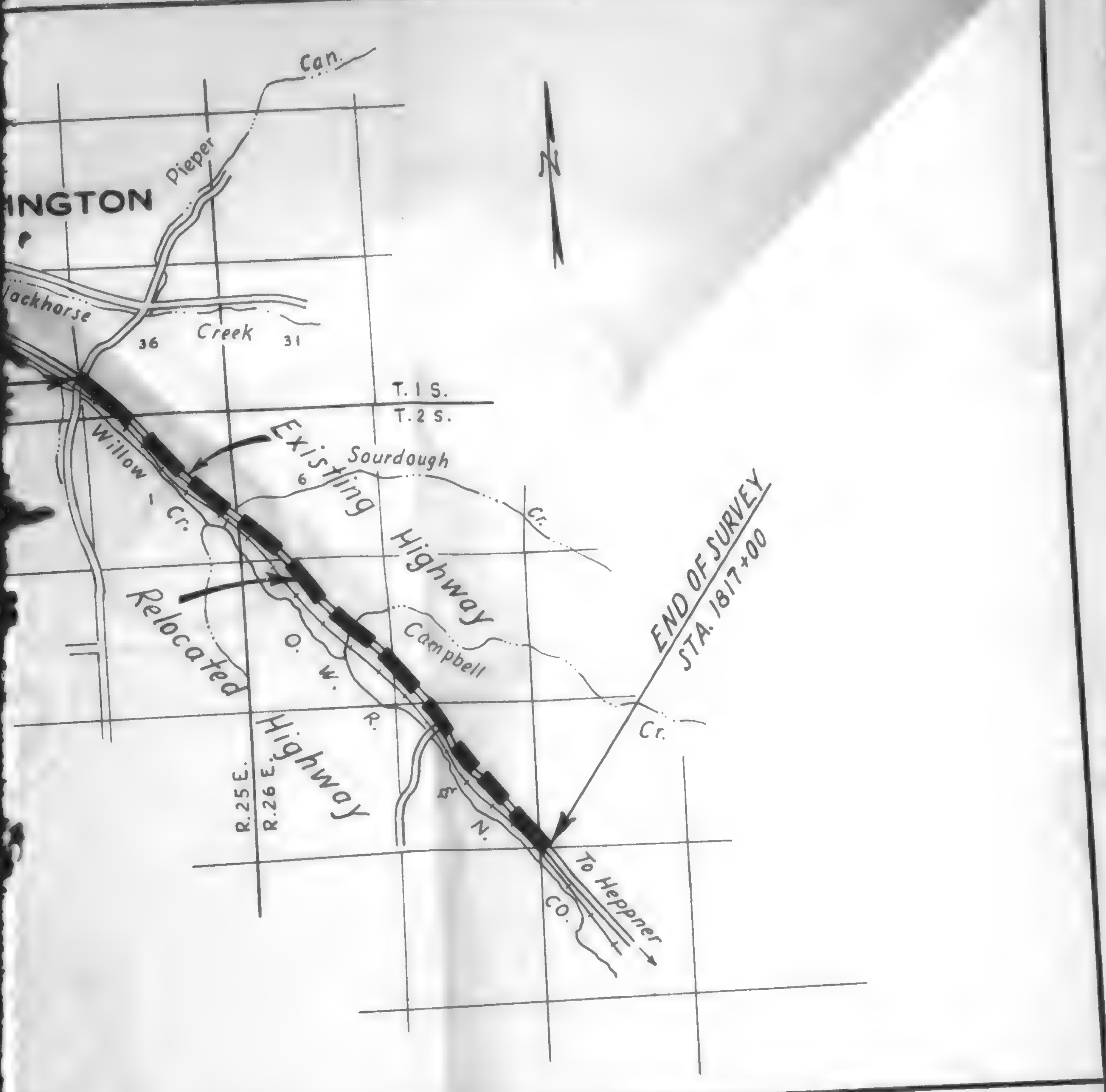
Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Frank L. Hall
D. N. Moehring
V. E. Skoog
H. S. Coulter

BLG:ald sr

DRG. NO. 1R-4-493


Can.
Pieper
INGTON
Blackhorse
36
Creek
31
N
T. 1 S.
T. 2 S.
Existing Highway
Sourdough
6
Cr.
Willow - Cr.
Relocated Highway
O. W. R. & N. CO.
Campbell
Cr.
END OF SURVEY
STA. 1817+00
R. 25 E.
R. 26 E.
To Heppner

None Required

None Required

HIGHWAY COMMISSION " "

OF PUBLIC ROADS " "

ESOLUTION " "

Limited

May 21, 1971

Tom Edwards
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

SURVEY DESIGN APPROVAL MAP

PIEPER CANYON ROAD– BUNKER HILL RD. SEC.

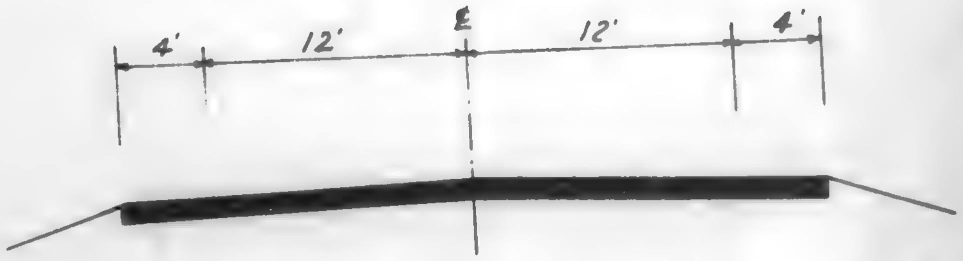
HEPPNER HIGHWAY
MORROW COUNTY
DRG. NO. 1R-4-493

DATE: May, 1971

SCALE: 1" = 1 Mile

FOR DETAILS SEE DRG. NO.

BEGINNING OF SURVEY
STA. 1579+00
L



TYPICAL SECTION

PUBLIC HEARIN
SYSTEM ACTIO
COU
STA
THROUGHWA
ACCESS CON

APPROV

4.51 Mi.

RECEIVED
MAY 24 1971

FOR FILING

25-1165

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: 7652 Peiper Canyon Road-Bunker Hill Road
Highway: Heppner (FAR 439)
County: Morrow
Prefix: 25-1448

Res. Engr.
Approx. Length 5.85± miles
Sta. to Sta.
Date 5-14-71

Mean Truck A.D.T. 116
Traffic Coefficient 7.6
18 kip s. a. per day 30.8

Annual Precipitation 15"± (Heppner)
Frost Penetration 28"±
CBE Total Requirement 22.5"

(1)

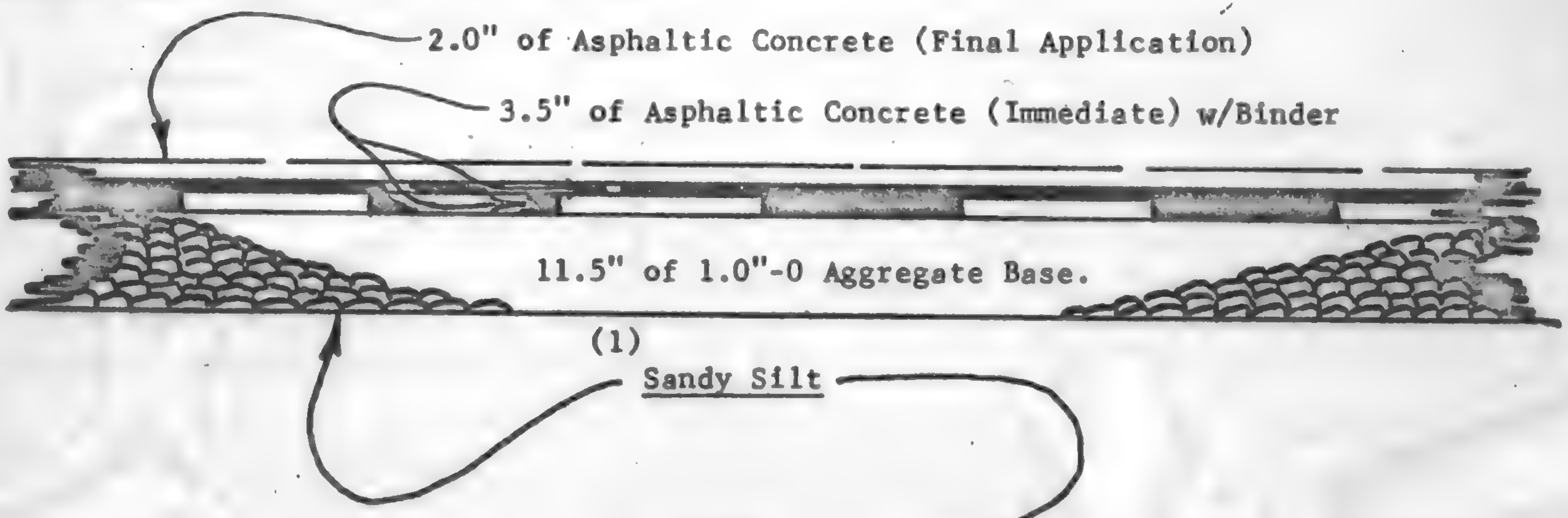
Typical Soil	
30	LL
0	PI
98	%P 10
72	%P 200
2	% Gravel
3	% C Sand
23	% F Sand
65	% Silt
7	% Clay
17	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Resident Engineer.

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
7.0"	3.5"	A.C. (I.)
11.5"	11.5"	A.B.
22.5"	17.0"	

NEW WORK
STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate) w/Binder
11.5" of 1.0"-0 Aggregate Base.
(1)
Sandy Silt

-over-

NOTED
F. B. KLABOE

Submitted by E. J. Gray
Base Design Engineer

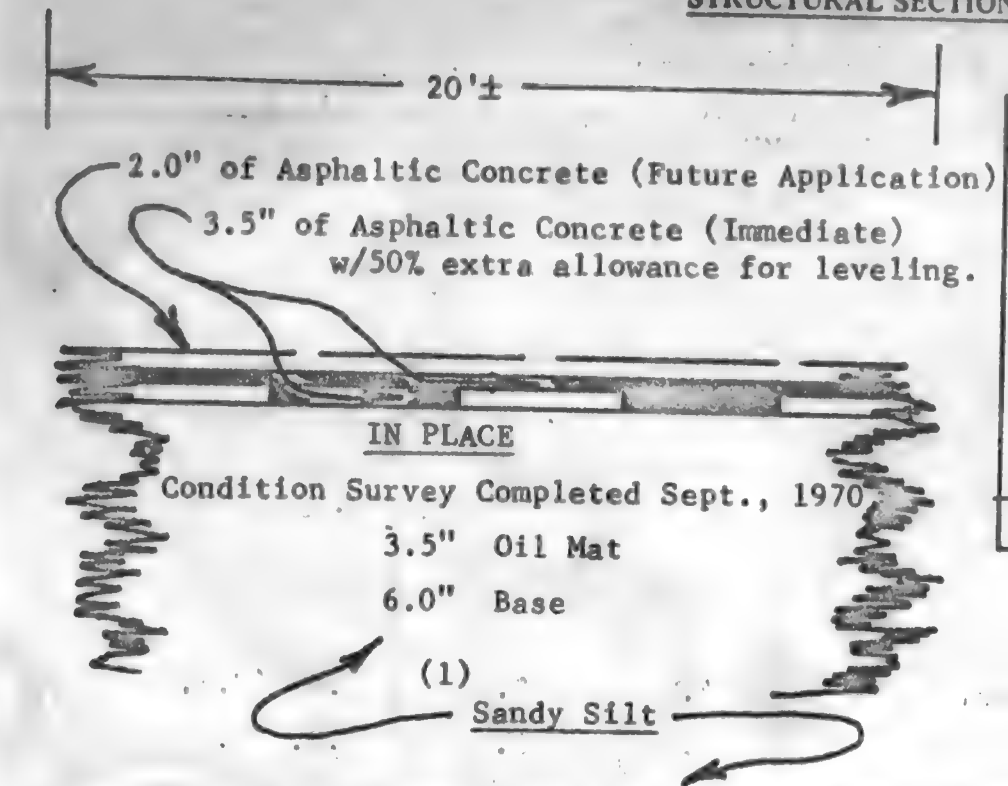
Recommended by
Engineer of Materials and Research

Recommended by
Asst Program and Planning Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

E[illegible]STING ROADWAY (Where Utilized)
STRUCTURAL SECTION


20'±
2.0" of Asphaltic Concrete (Future Application)
3.5" of Asphaltic Concrete (Immediate) w/50% extra allowance for leveling.
IN PLACE
Condition Survey Completed Sept., 1970
3.5" Oil Mat
6.0" Base
(1)
Sandy Silt

Credit	Actual Thick.	Component
	2.0"	A.C. (F.A.)
	3.5"	A.C. (I.)
	IN PLACE	
	3.5"	Oil Mat
	6.0"	Base
*	15.0"	

*Overlay thickness based on deflection measurements.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Peiper Canyon Road-Bunker Hill Road

HIGHWAY: Heppner (FAR 439)

COUNTY: Morrow

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	---	13.0"	19.0"	16.0"
4.8 - 6.0	2.0"	---	12.0"	16.0"	14.0"
Cars Only	2.0"	---	*12.0"	12.0"	14.0"

* Increased until the total thickness equals approximately ½ the depth of frost penetration.

Remarks:

1.0" Aggregate Base has been recommended as the purchasing and placing of one-size course is more economical. The strength equivalency of 1.0" base is equal to 0.75" or 1.5" material.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Peiper Canyon Road-Bunker Hill Road

HIGHWAY: Heppner (FAR 439)

COUNTY: Morrow

840 Present ADT (19 71)

12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	65	1.3	85	75	450	33,750
3	8	1.3	10	9	1000	9,000
4	3	1.3	4	4	1250	5,000
5	24	1.3	31	28	3180	89,040
6	0	---	--	--	2570	- - -
				116	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 136,790

TWENTY YEAR EWL 2,735,800

TRAFFIC COEFFICIENT 7.6

SECTION: Peiper Canyon Road-Bunker Hill Road
HIGHWAY: Heppner (FAR 439)
COUNTY: Morrow

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks:
5. Cost Comparisons: None made--see remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of P.C.C.

SEP 28 1970

FOR FILE

25-1105

7652

PREFIX NO. 25-1448

9-17-70

ADDENDUM "A" TO LOCATION PROSPECTUS
PIEPER CANYON ROAD-BUNKER HILL ROAD SECTION
HEPPNER HIGHWAY
MORROW COUNTY

The following Addendum is hereby submitted to revise and correct the original Location Prospectus and Attachment on the above-named section:

PARAGRAPH 1: Correct as per original prospectus.

PARAGRAPH 2: Delete and replace with: The northerly end of the project is at the southerly city limits of Lexington, M.P. 36.75. The southerly end of the project is at M.P. 42.60, which point is 0.94 mile southerly of Bunker Hill Road.

PARAGRAPH 3: Delete and replace with: 5.85 miles.

PARAGRAPHS 4 THROUGH 14: Correct as per original prospectus.

PROGRAM: State Bond 1971.

ATTACHMENT: Destroy and replace with revised prospectus.

Attach.
September 17, 1970

Federal Highway Administration (3)
R. L. Porter
A. E. Johnson
V. D. Wolfe
F. B. Crandall
Ivan Merchant (4)
F. D. Morgan
J. M. Cartwright (2)
H. S. Cox (2)
W. N. Hackleman
A. D. Olson
Jack Rowland
C. G. Swenson
F. E. Terpin
F. W. Yarbrough (2)

H. S. Coulter (3)
F. B. Klaboe
E. S. Hunter
R. N. Bothman
F. L. Hall
D. H. Moehring (3)
L. H. Young
R. N. Chase
B. L. Gifford
V. J. Johnson
R. E. Olson
Robert Royer
W. H. Tebeau
G. C. Wills

NOTED
F. B. KLABOE

RECEIVED
SEP 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1970
FOR FILING

25-1165
7652

PREFIX NO. 25-1448

76-70

LOCATION PROSPECTUS
IEPER CANYON ROAD-BUNKER HILL ROAD SECTION
HEPPNER HIGHWAY
MORROW COUNTY

HIGHWAY:	Heppner. State Primary No. 52; Federal-aid Secondary No. 439.
TERMINI:	North end is at M.P. 38.24. South end is at M.P. 42.60.
LENGTH:	4.36 miles along existing highway.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on new and revised alignment. The route approximates the existing facility (using it where possible) with minor changes in alignment. Reconnaissance is not necessary. Soils investigations will be conducted. Special drainage studies will be made where required. An economic analysis is not needed at this time.
CHARACTERISTICS:	Existing ADT 850; projected ADT 1,450.
STANDARDS:	Class "C". Maximum grade 6%, maximum curvature 5°. Deviations from State and AASHO standards are anticipated in substandard shoulder widths.
TYPICAL SECTION:	24-foot travel way with 4-foot shoulders. Shoulders treated full width with Class "B" asphaltic concrete.
BRIDGES:	Structures at M.P. 40.62 and M.P. 41.72. Studies will be made to determine if structures will be modified.
ACCESS:	Direct to pavement. Limited as to location and width and unrestricted as to land use.
BASE DESIGN:	To be determined by Soils Division during survey.
MAT'L SOURCES:	Will be investigated at time of survey.
ADD'L FACILITIES:	No interchanges.
AGREEMENTS:	Routine utility and possible disposition of portions of the existing highway. May have railroad encroachment agreement. An opportunity for a public hearing will be offered.
STATE PARKS OR ROADSIDE REST AREAS:	None.

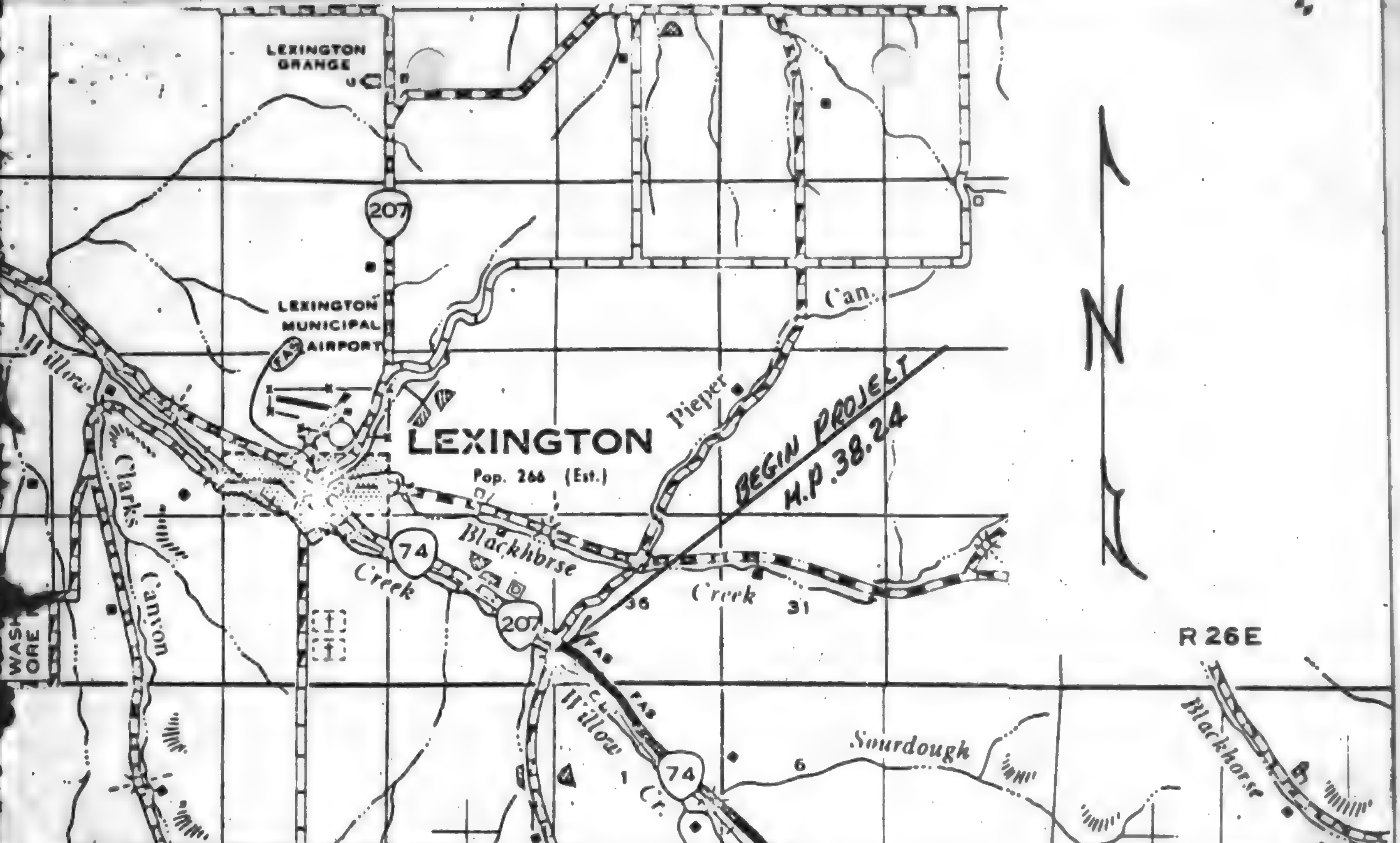
NOTED
TOM EDWARDS

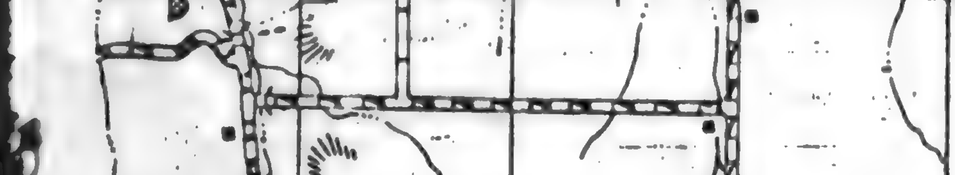
Approved
E

July 6, 1970
Attach.

cc: Bureau of Public Roads (3)
H. S. Coulter (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
D. J. Barbee
R. N. Bothman
F. B. Crandall
F. L. Hall
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
JUL 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER


LEXINGTON GRANGE
207
LEXINGTON MUNICIPAL AIRPORT
FAS
LEXINGTON
Pop. 266 (Est.)
Willow
Clarks
Canyon
Pieper
Can.
BEGIN PROJECT
M.P. 38.24
74
Blackhorse
Creek
207
36
31
WASH
ORE
R26E
Willow
Cr.
FAS
74
6
Sourdough
Blackhorse
207
O. W. R. & N. CO.
Campbell
Creek
END PROJECT
M.P. 42.6
9.5
Creek
Canyon
Fuller
FAS



TYPICAL SECTION

PROSPECTUS MAP
PIEPER CANYON RD - BUNKER HILL RD
HEPPNER HWY
MORROW CO.
JULY 1970

30-1145 Emigrant-Frazer (Pendleton) 1971
Sec., Pendleton-John Day Hwy.
#7653 (Grad., pav., sign.) Folder #2

[illegible] 4-22-11

356 - 4-23-11

#7653

STATE COPY R

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

4-10-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
DATE OF REPORT April 10, 1975	REPORT MADE BY R. L. Peterson, Asst Area Engr		PROJECT NO. EHS-T-5024(2)
COMPLETION DATE September 26, 1972	ACCEPTANCE DATE BY CONTRACT AGENCY August 28, 1973	TIME ELAPSED - %	CONTRACT TIME -
APPROVED EXTENSIONS None	LOCATION Emigrant-Frazier (Pendleton) Couplet Section		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
APR 14 1975
Washington

RECEIVED
APR 15 1975
Office of
Assistant State Highway Engineer

4-15-75
cy Keasey

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. L. Peterson		SIGNATURE E. J. Walsh	
TITLE Asst. Area Engineer	DATE 4-10-75	TITLE District Engineer	DATE

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 8, 1974

TO Vernon E. Skoog
Controller

FROM Jess Jones, Staff Auditor

SUBJECT Union Pacific Railroad
Emigrant-Frazer (Pendleton)
FAP EHS-T-5024(2)

Crossing signals were approved on December 27, 1971, with the railroad to pay 10% and the State 90%. All other costs were to be borne by the City and State.

Scope

The work order file was examined in detail and source documents were sampled as time permitted. A detailed analysis was made between the resident's diary and the bill for labor covered at the job site. Signal components were analyzed for duplication.

Findings

$676.57 in preliminary engineering costs on the signals was incurred prior to approval. This is being claimed as part of the Railroad's 10% share of costs per PPM 30-3, Par. 62. Railroad job numbers four through nine covered signal cost; 10% was borne by the Railroad.

Jobs 10 through 13 involved the roadbed at the crossing and was shared 50-50 by the State and Railroad. Jobs 14 through 20 were borne by the State and City. No significant discrepancy was found. The net eligible TOPICS portion was $104,167.63, which was .672% of the project. Billing costs were $1,858.09, and .672% of this amounted to $1,248.63 applicable to the signals.

Recommendation

That this billing be presented to the FHWA as follows:

Total Billing	$ 156,861.11
Less State & City Share	51,444.85
Amount Eligible for Participation	$ 105,416.26

APPROVED
V. E. Skoog
V. E. Skoog, Fiscal Officer
Dept. of Transportation

NOTED
F. R. GRIFFIN

SUMMARY SHEET - SERVICES, RAILROAD & UTILITY INVOICES

ON STATE HIGHWAY DIVISION Salem, Oregon 4 JUL 74, 19

yable To: UNION PACIFIC RAILROAD 1416 DODGE STREET
OMAHA, NEB 68102

Project: EMIGRANT-FRAZER (PENDLETON) Hwy. Agr. No.:

Contractor: Contract No.: 7153

Agreement or Work Order No.: W.O. 32004 Estimate No.: FINAL

Period Covered: RELEASE RETAINED PERCENTAGE Project No.: EHS-T-5024(2)

Invoice or Billing #	Description	Total Amount To Date	Previous Amount	Present Amount
191108		121,103.38	121,103.38	
145338		5,475.36	5,475.36	
207060		30,282.37	30,282.37	
	TOTAL	156,861.11	156,861.11	
	LESS AMOUNT PAID	141,174.99	141,174.99	
	AMOUNT OF THIS PAYMENT	15,686.12		15,686.12

Totals . . . .

Retained 0 % . . . .

Total Payments . . . .

Prepared & Approved by:

Auditor

Approved by:

Responsible Supervisor

Charge:

Charge: 30-0602-205N 15,686.12

Charge:

Charge:

Charge:

Credit:

Form 81-734-1359 (11-73)

UPRR - EMIGRANT - FRAZER

	JOB NO	PE	EMIGRANT X-ING MP 215.23	FRAZER X-ING MP 215.39	215.23 ROADWAY X-ING EMIGRANT	215.39 ROADWAY X-ING FRAZER	SIGNAL & COMM	ENGIN-INSP.	FLAGGING	PE INCURRED BY CITY [illegible]	ACTG & BILLING	TOTAL	RR SHARE	STATE SHARE
PE # 564.44 INC. PRIOR TO APR	④		1851 77							564 44		[illegible]	10% 265 43	[illegible]
HIGHWAY X-ING EMIGRANT AVE	⑤	5/8-72 —	50559 16									56176 85	10% 5617 69	50559 16
OPERATING EXPENSE	⑥	5/9-72 —	1508 93									1676 64	10% 167 66	1508 93
PE # 112.13 PRIOR TO APR	⑦			2376 11						112 13		2764 93	12½ 276 49	2488 44
HIGHWAY X-ING FRAZER AVE	⑧	6/2-72		46503 66								51670 73	10% 5167 07	46503 66
OPERATING EXP	⑨	6/7-72		691 23								768 03	10% 76 80	691 23
ENG (FRAZER AVE) MP 215.39	⑩					231 58						463 16	50% 231 58	231 58
ROADWAY X-ING MP 215.39	⑪	5/72				3464 44						6928 89	50% 3464 45	3464 44
RE-LAY RAIL ✓	⑫	6/7-72				1362 14						2724 29	50% 1362 15	1362 14
RE-HABILITATE TRACK	⑬	10/71-7/72				8692 02						17384 05	50% 8692 03	8692 02
ENG. EMIGRANT X-ING	⑭	6/71			306 71							306 71	—	306 71
ROADWAY X-ING	⑮	6/7-72			11351 43							11351 43	—	11351 43
RE-HABILITATE TRACK	⑯	6/9-72			4209 77							4209 77	—	4209 77
COMMUNICATION POLE LINE	⑰	11-71					2232 20					2232 20	—	2232 20
SIGNAL ✓ ✓	⑱	5/7-72					8173 95					8173 95	—	8173 95
ENG - INSP	⑲	11-71/10-72						2872 93				2872 93	—	2872 93
FLAGGING	⑳	11-71/9-72							2908 22			2908 22	—	2908 22
												—	—	—
												—	—	—
STATE SHARE			90%	[illegible]	100%	50% ⊕	100%	100%	100%		1858 09	1858 09	—	1858 09
			34.94 %	32.12	11	12.15	6.7	1.86	1.98					
ACCOUNTING			53919 56	49571 20	15897 91	18750 13	10406 15	2872 93	2908 22	676 57		187185 50	30324 39	156861 11 ✓
155,003 02			649 22 ·	596 82 ·	191 38 ·	225 76	125 42	34 56	34 93	—				
ACCOUNTING 1,858 09		.011983%	54569 [illegible]	50168 02	16089 29	18975 94	10531 57	2907 49	2943 15	676 57				
156,861 11														

7653

February 8, 1974

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, CT 06108

Gentlemen:

On February 7, 1974, we wrote to you concerning release of final payment on Contract No. 7653 awarded to Rogers Construction, Inc., for work on the Emigrant-Fraser (Pendleton) Couplet Section of the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $2,827.20 and the total contract amount is $672,506.11, including $5,800.84 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Rogers Construction, Inc.
P. O. Box 16537
Portland, OR 97216

bc: C. T. Keasey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
W. E. Schwartz

7653

5

February 5, 1974

Oregon Transportation Commission

F. B. Klaboe
Administrator and State Highway Engineer

Highway Project Acceptance

Contract No. 7653, Work Completed October 27, 1972

Project Emigrant-Frazier (Pendleton) Couplet

Highway Pendleton-John Day, County Umatilla

Type of Work Grading, Paving and Signing

Contractor Rogers Construction, Inc.

Recommended Acceptance Date January 31, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 27, 1974 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. V. Keasey
W. J. Hart

VG:js

#7653 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Emigrant-Frazer (Pendleton) Couplet

WEEK ENDING: November 24, 1972

SECTION PREFIX: 30-1145

HIGHWAY: Pendleton-John Day

COUNTY: Umatilla

NAME OF JOB: Emigrant-Frazer(Pendleton) Couplet

KIND OF WORK: Grade, Pave, Sign & Landscape

CONTRACTOR: Rogers Construction, Inc.

CONTRACT NUMBER: 7653

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: October 22, 1971

DATE WORK STARTED: November 3, 1971

COMPLETION DATE: October 24, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED ~~CALENDAR~~ work DAYS 265

~~CALENDAR~~ work DAYS USED 261

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 98

PROJECT AUTHORIZATION: $923,760.61

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $850,510.00

ENGINEERING AUTHORIZATION: $73,249.74

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $816,502.00

ENGINEERING COST TO DATE: $71,038.70

DATE PROJECT WAS COMPLETED: 10/24/72

ESTIMATED PERCENT: OVERRUN 4 %

PERCENT OF AUTHORIZATION: 97 %

In establishment period

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Landscaping	Establishment
100	100	100	100	100	100		90

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.70	1.70			1.70
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	1.70	1.70			1.70
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,600 CY	15,400 Ton			9,900 Ton
TOTAL QUANTITIES CORRECTED TO DATE	12,370 CY	14,825 Ton			10,170 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,370 CY	14,825 Ton			10,170 Ton
AVERAGE DAILY QUANTITIES This week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Pt. fair-fog PM			
MONDAY	Overcast			
TUESDAY	Pt. fair-cool			
WEDNESDAY	Icey-fair-cool			
THURSDAY	Pt. cloudy-cool			
FRIDAY	Pt. fair-cool			
SATURDAY				

Routing
Keesey — Pease
Bond — Glenn
Walker — Litchfield
Johnson — Berg

RECEIVED
NOV 27 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity.
TUESDAY	No activity.
WEDNESDAY	No activity.
THURSDAY	No activity.
FRIDAY	No activity.
SATURDAY	No activity.

REMARKS

Landscaping area is in establishment period.

Semi-final estimate on other items submitted to the Region Office Tuesday of this week.

Final weekly report.

SIGNED

LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
OCT 1[illegible] 1972

FOR FILING
FORM E-80-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 17, 1972

7653

SUBJECT: Emigrant-Frazer (Pendleton) Couplet
Pendleton-John Day Highway
Contract No. 7653

To: W. E. Schwartz
Region Engineer
ATTN: Alfred Shirley, Jr.

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

I have reviewed your report on the necessity for replacement of 320 lineal feet of the sidewalks on the subject project due to settlement.

I agree that Section 105.12 of the Standard Specifications, and particularly paragraph 2 of that article, does apply in this case. The fact that the sidewalk settled before completion and final acceptance of the project is indicative of a lack of compactive effort on the underlying material. The heavy irrigation by the school district in this area may have hastened this settlement, but is further indication that the material on which the sidewalk was placed was not compacted sufficiently.

The last paragraph of Article 105.10 is also applicable in this case. The presence of a State inspector on the project and his visual acceptance of the grade on which the sidewalk is to be placed cannot relieve the contractor of his responsibility for providing a firm base for the sidewalk.

It is my opinion that no additional compensation is due the contractor for replacement of this faulty work.

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

CTK:fw
cc A. E. Johnson

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 12, 1972

SUBJECT: Emigrant - Frazer (Pendleton)
Couplet
Pendleton - John Day Highway
Umatilla County
Contract 7653

To:

Mr. C. T. Keasey
Construction Engineer

SALEM

Attached herewith is a claim from the Contractor on the subject section for his costs in removing and replacing some sidewalks constructed on the contract.

After the sidewalk was constructed, it was discovered there was settlement in the sidewalk everywhere from zero to as much as 1 1/2". This, in our opinion, would provide a hazardous situation where a pedestrian could trip and fall, and also would result in a "bird bath" adjacent to the back of the curb.

We have taken the position that the Contractor is required to replace the sidewalk in accordance with Standard Specifications, Section 105.12, and particularly paragraph 2 of the said section.

I have talked to the inspector and he indicated to me that he neither told the Contractor that the area was ready for sidewalk replacement or was not ready.

Would you please review and advise your thinking whether the Contractor is entitled to additional compensation.

Routing
1 Keasey K
2 Bond
3 Walker
Johnsen
Pease E
Glenn
Litchfield
Berg

RECEIVED
OCT 16 1972
CONSTRUCTION
SECTION

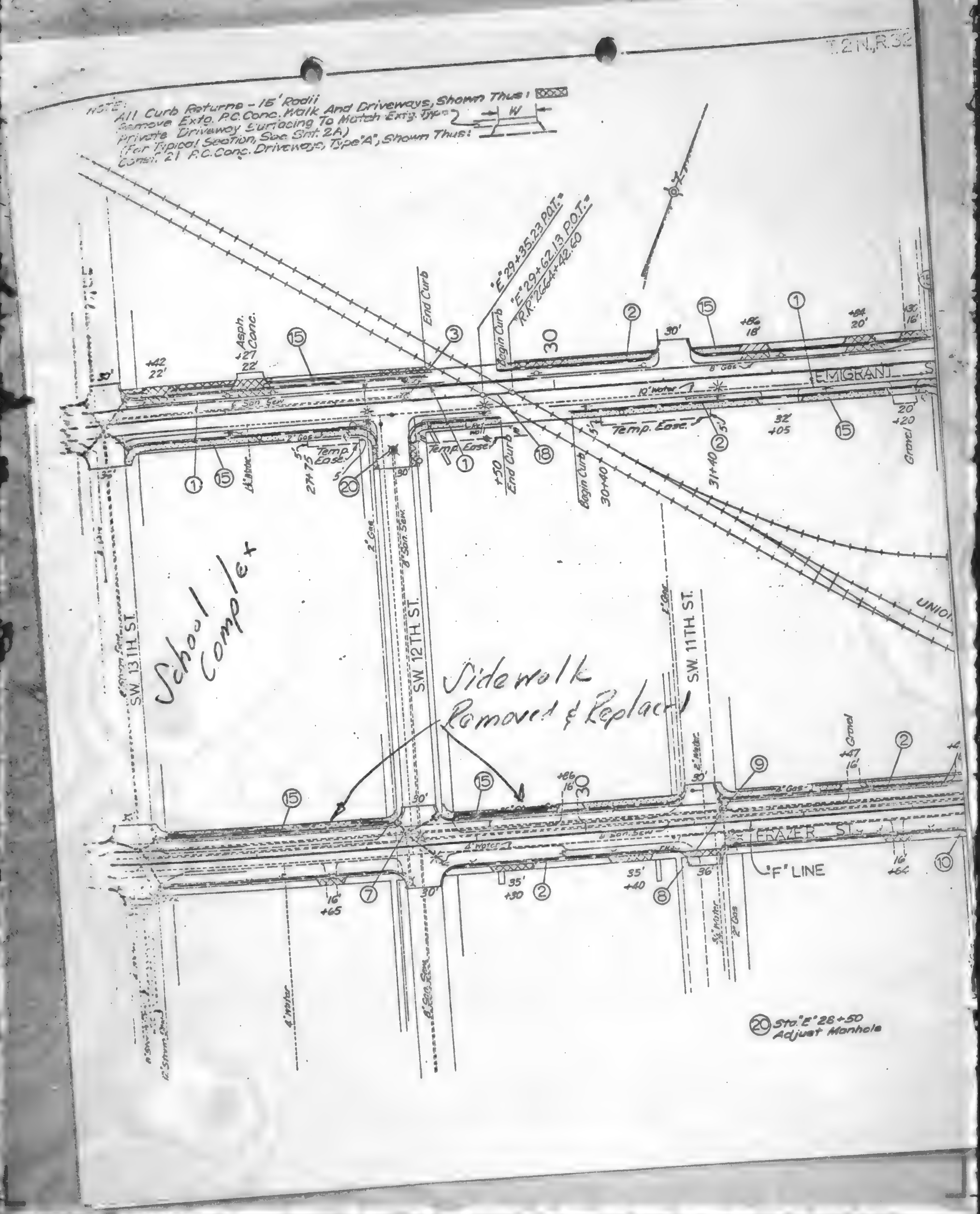
We have attached a copy of a letter from the Resident Engineer concerning this which indicates if the work is done under the contract, the cost for removal and replacement is approximately $1600.

Wendell E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

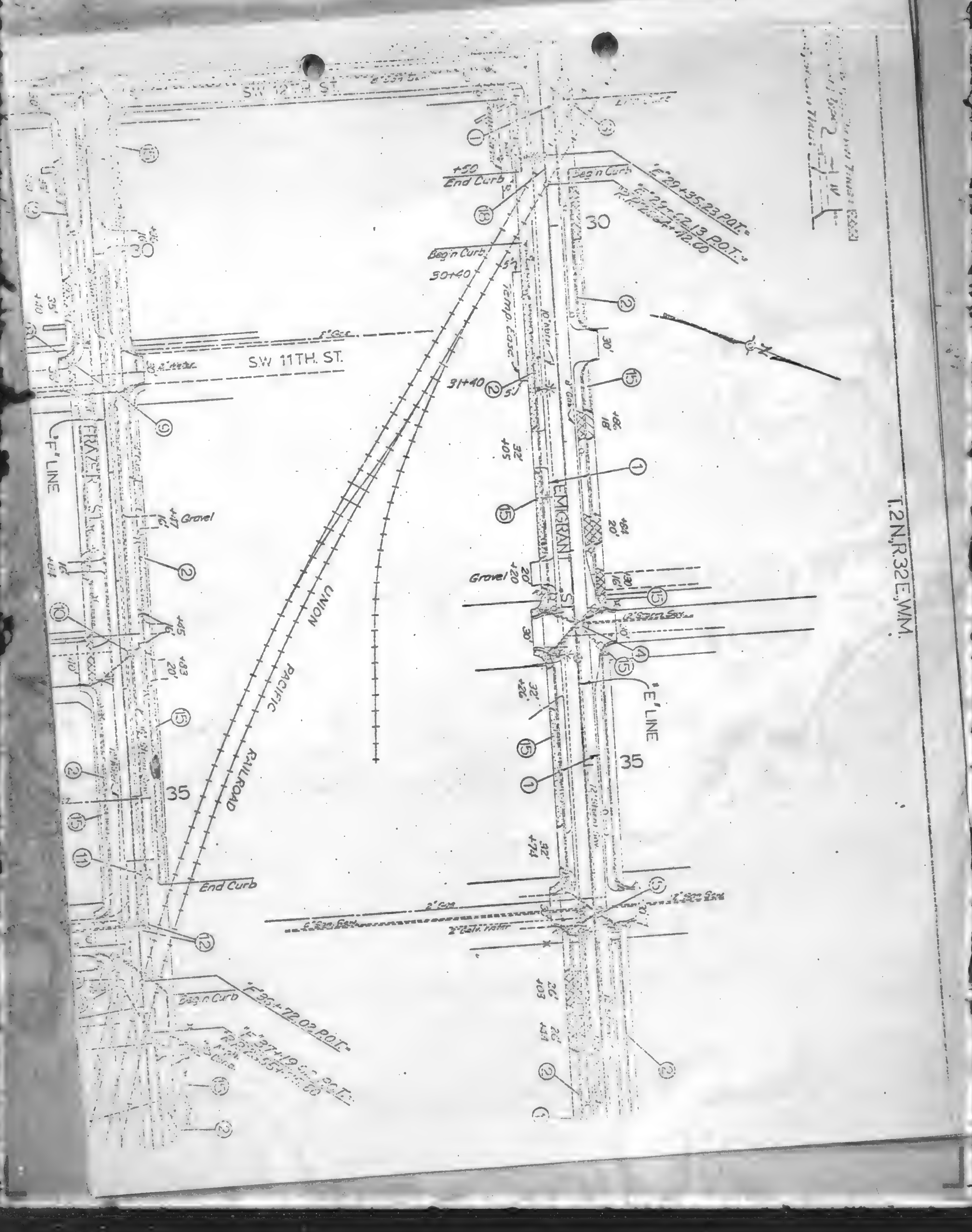
ASJ/bv
Attachments



NOTE:
All Curb Returns - 15' Radii
Remove Extg. P.C. Conc. Walk And Driveways, Shown Thus: ▨
Private Driveway Surfacing To Match Extg. Type
(For Typical Section, See Sht. 2A)
Const. 21 P.C. Conc. Driveways, Type "A", Shown Thus:

⑳ Sta. "E" 28+50 Adjust Manhole

T.2 N., R.32
W
School Complex
Sidewalk Removed & Replaced
EMIGRANT ST.
FRAZER ST.
S.W. 13TH. ST.
S.W. 12TH. ST.
S.W. 11TH. ST.
UNION
"F" LINE
"E" 29+35.23 P.O.T. =
"E" 29+62.13 P.O.T. =
R.R. "266A+42.60
End Curb
Begin Curb
30
30'
+42 22'
Asph. Conc.
+27 22'
+86 18'
+84 20'
+30 16'
10' Water
8' Gas
8' San. Sew.
2' Gas
Temp. Ease.
27+75
5'
+50
30+40
31+40
32' +05
20' +20
Gravel
+86 16
+47 16'
2' Gas
8' San. Sew.
4' Water
16' +65
35' +30
35' +40
36
16 +64
4' Water
8' San. Sew.
12' Storm Sew.
① ② ③ ⑦ ⑧ ⑨ ⑩ ⑮ ⑱ ⑳



SW 12TH. ST.
SW 11TH. ST.
FRAZER ST.
EMIGRANT ST.
"F" LINE
"E" LINE
UNION PACIFIC RAILROAD
T.2N.,R.32E.,W.M.
30
35
+50
End Curb
Begin Curb
"E" 29+35.23 P.O.T.
"E" 29+02.13 P.O.T.
R.R. 2S4+12.60
Begin Curb
50+40
Temp. Ease.
31+40
Gravel
Gravel
End Curb
Begin Curb
"F" 36+72.02 P.O.T.
"F" 37+19 P.O.T.
R.R. 255+ 60
①
②
④
⑨
⑩
⑪
⑫
⑮
⑱

FORM E-30 29M 9-61 93316

☐ [✓ RE] ☐ [✓ RCE] ☐ RBE ☐ [✓ RMS]
☐ ROE OCT 11 1972 ☐
☐ RCE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Pendleton, Oregon
October 10, 1972

SUBJECT: Emigrant-Frazer (Pendleton) Couplet
Pendleton-John Day Highway
Contract #7653

To: W. E. Schwartz
Region Engineer
La Grande

Attention: Alfred Shirley, Jr.

Herewith copy of letter dated Oct. 9, 1972 from Rogers Construction, Inc. regards to removal & replacement of sidewalk which had settled & also had cracked some due to the settlement of same.

Below is a list of areas in question & cost at P.A. #5 price for concrete removal & unit contract price for pouring concrete sidewalk.

	L.F.-5' walk
F 26+20.5-28+21.1	200.6
F 28+81.6-29+75.6	94.0
F 34+80 Lt.	25.7
	320.3 LF

$\frac{320.3 \times 5}{9}$ = 177.94 sq. Yds.

177.94 x $3.00 =	$ 533.82
177.94 x $6.00=	1067.64
	$1601.46

The settlement of this walk I believe was due to one of several things. It is possible somecompaction was involved, also heavy irrigation as mentioned in Rogers letter. The subgrade on Frazer also did have a good deal of fine material at subgrade thruout the project.

Please advise if I should advise the Contractor on this matter.

M M Stump
M. M. Stump
Resident Engineer
Pendleton

Enc.

W. RAY ROGERS • DONALD C ROGERS • GENERAL CONTRACTORS • Tel. 503 - 254-5517
President Vice President Treasurer

ROGERS
CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

DATE: October 9, 1972

TO: M. M. Stump
Resident Engineer
Oregon State Highway Department
Pendleton, Oregon

SUBJECT: Emigrant-Frazer (Pendleton) Couplet
Pendleton-John Day Highway
Contract #7653

Gentlemen:

In reference to your letter of October 5, 1972 in relation to the replacement of the approximately 320 lineal feet of 5' sidewalk on Frazer Avenue, a few of the circumstances relating to this should be brought to mind which have direct bearing on settlement.

In front of the 16R administration building after the removal of the sidewalk the same type of sub-grade was encountered as was in the original street excavation. You at all times had an Oregon State Highway Department inspector who accepted the proposed sidewalk sub-grade as ready for the concrete.

In your reference to Section 105.12 of the Standard Provisions, I do not believe this applies.

Primarily it was not the quality of the work performed that caused any settlement on the finished product. As you are well aware, the school district running water for a continuous period of time attributed considerably to this condition.

I feel the sidewalk we broke in the area of Highway 395 is completely our expense.

All of the other areas we removed and replaced we are asking for full payment for removal and replacement cost at full contract price as of this writing; if refused, a claim will be placed before final settlement of this contract.

ROGERS CONSTRUCTION, INC.

by________________________
[illegible]

A-359 **UTILITY COST DISTRIBUTION SUMMARY**

T

Salem, Oregon 8 OCT 73, 19

STATE OF OREGON

To UNION PACIFIC RAILROAD 1416 DODGE ST
OMAHA, NEB 68102, Dr.

Project EMIGRANT - FRAZER (PENDLETON) Highway Comm. Agreement No.

Contractor Contract No. 7653

Ry. Company's Agreement No. INC. 32004 Estimate No. 3

Period Covered FINAL

STATE - EHS-T-5024 (2)

Item	Total Amount to Date	Previous Amount	Present Amount
BILL NO 191108	121,103.38	121,103.38	
BILL NO 195338	5,475.36	5,475.36	
BILL NO 201060	30,282.37		30,282.37

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ RE ☑ UE
☑ UPE ☑ OE ☑ RE ☑ RPE ☐

Totals	156,861.11	126,578.74	30,282.37
Retained 10%	15,686.12	12,657.88	3,028.24
Total Payments	141,174.99	113,920.86	27,254.13

Computed By JJ

Checked By

Previous Voucher No.

Charge: 30-1145-285-07 46,273.37

Charge: 30-1145-284-02 5,850.64

CREDIT ~~Charge~~: 30-0602-285-08 P 21,841.64

Credit: 30-0602-205 N 3028.24

Approved By:

Auditor

Form L 19

TABULATION SHEET

OREGON STATE HIGHWAY
DEPARTMENT

SHEET .... OF .... SHEETS

UPRR CONTRACT 7655

30-0602-08 P
30-1145-02-07

EMIGRANT-FRAZER COUPLET
CITY OF PENDLTON

				284	285	30-1145-07 235		
BILL NO	AMT	30-0602-8		30-1145-02	30-1145-07	PE FOR CITY PRICE 9-70	30-0602 205	30-1145-205
191108	121,103.38	-0-		3,095.10	118,008.28			<12,110.34>
195 338	5,475.36	5475.36					<547.54>	
TRANSFER	-0-	121,103.38		<3,095.10>	<118,008.28>		<12,110.34>	12,110.34
	126,578.74	126,578.74 -JCS-		-0-	-0-		<12,657.88> -JCS-	-0-
207 060	30,282.37	<21,841.64>		5,850.64	45,596.80	676.57	3,028.24	
	156,861.11	104,737.10		5850.64	45,596.80	676.57		

WILSON JONES G 7114A

UPRR - EMIGRANT - F[illegible]

	JOB NO	1 PE	2 EMIGRANT X-ING MP 215.23	3 FRAZER X-ING MP 215.39	4 215.23 ROADWAY X-ING EMIGRANT	5 215.39 ROADWAY X-ING FRAZER
PE $ 564.44 INC. PRIOR TO APR	④		1851 77			
HIGHWAY X-ING EMIGRANT AVE	⑤	5/8 - 72	50559 16			
OPERATING EXPENSE	⑥	5/7 - 72	1508 93			
PE $ 112.13 PRIOR TO APR	⑦			2376 11		
HIGHWAY X-ING FRAZER AVE	⑧	6/7-72		46503 66		
OPERATING EXP	⑨	6/7-72		691 23		
ENG (FRAZER AVE) MP 215.39	⑩					231 58
ROADWAY X-ING MP 215.39	⑪	5/72				8464 44
RE-LAY RAIL ✓	⑫	[illegible]				1362 14
RE-HABILITATE TRACK	⑬	10/71 - 7/72				5692 07
ENG. EMIGRANT X-ING	⑭	6/71			306 71	
ROADWAY X-ING	⑮	6/71 - 72			11381 43	
RE-HABILITATE TRACK	⑯	6/71 - 72			4209 77	
COMMUNICATION POLE LINE	⑰	11-71				
SIGNAL ✓ ✓	⑱	5/7 - 72				
ENG - INSP	⑲	11-71 / 10-72				
FLAGGING	⑳	11-71 / 9-72				
STATE SHARE			90 %	[illegible]	100 %	4 % ⓪
ACCOUNTING			34 94 %	3[illegible] 1[illegible]	1[illegible]	1[illegible] 15
155,003.02			53[illegible]19 86	49571 20	15[illegible] 91	18[illegible] 1[illegible]
ACCOUNTING 1,[illegible]			649 [illegible]	59[illegible] 82	191 38	225 76
156,861.11			545[illegible]	50168 02	16089 29	18[illegible]75 94

215.23 215.39

	4 ROADWAY X-ING PAVEMENT	5 ROADWAY X-ING [illegible]	6 SIGNAL & COMM	7 ENGIN. INSP.	8 FLAGGING	9 PE INCURRED BY CITY	10 ACTG & BILLING	11 TOTAL	12 RR SHARE	13 STATE SHARE
						56444		[illegible]	10% [illegible]	241[illegible]
								5617[illegible]5	10% 561769	[illegible]5559 16
								167659	10% 16766	15[illegible]
								276493	10% 27649	24[illegible]4
						11213		5167073	10% 516757	46563[illegible]
								76803	10% 7680	6912
		23158						46316	5% 23158	2315
		846444						1692289	50% 846445	84644
		136214						272429	5% 136215	1362
		569202						1738405	50% 869203	8692
	30671							30671	—	306
	1138143							1138143	—	11351
	420977							420977	—	4209
			223220					223220	—	2232
			817395					817395	—	8173
				287273				287213	—	2872
					290822			290822	—	290
								—	—	—
								—	—	—
							135307	185809	—	185
	100%	4%	100%	100%	100%					
12	12	1715	[illegible]	151	123			18715550	3032439	15684
2c	1538791	[illegible]	1040615	23[illegible]	[illegible]	67657				
82	19138	22576	12542	3450	34[illegible]	—				
02	1608929	1877594	1053157	290749	294315	67657				

FILING	PRINTED By CITY [illegible]	ADS & BILLING	TOTAL	RR [illegible]	[illegible]	
	564.44		[illegible]	10% [illegible]	[illegible]	
				10%		
			56174 [illegible]	[illegible]	[illegible] 14	
			16769.81	1% 167.61	[illegible] 18	
			27644.13	1% 276.44	[illegible] 44	
	112.13		51676.73	10% 5167.?7	46[illegible]	
			769.05	[illegible]	[illegible]	
			463.16	0.5 [illegible]	221.[illegible]	
			16929.?1	0.5 846.46	[illegible] 44	
			2724.21	5% 136.2 16	13[illegible] 14	
			17234.65	5% 861.[illegible]	[illegible]	
			[illegible]6 71	—	[illegible] 71	
			11361.42	—	11361.42	
			4[illegible] 77	—	[illegible]	
			222[illegible] 70	—	[illegible]	
			8173.45	—	81[illegible]	
			2272.42	—	[illegible]	
2957.22			2908.22	—	[illegible]	
			—	—	—	
			—	—	—	
16[illegible]						
		1258.[illegible]	1258.[illegible]	—	1[illegible]	
	676.57		187138.[illegible]	30924.31	1[illegible] 11	✓
3[illegible]	—					
[illegible]	676.57					

5

[illegible]
FORM E-80-X 12-67
FOR FI[illegible]

7653

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 21, 1972

SUBJECT: Kohler Complaint
Emigrant-Frazer Couplet
(Pendleton) Section

To: L. I. Lindas, Chief Counsel
ATTN: F. C. McKinney

FROM:
John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

Al Johnson has asked that I get a report to you on the Kohler construction access complaint.

The Emigrant-Frazer project is classed as a State project and is financed jointly by the State and City of Pendleton in accordance with an agreement. The contract project improves two parallel streets located a block apart to convert them to a new one-way couplet traffic pattern. Emigrant Avenue was already a State highway route (Pendleton-John Day) with two-way traffic. The existing pavement on it is saved but the street is widened with new curbs and a new lift of pavement overall. At completion, Emigrant Avenue becomes a one-way street southbound. Mr. Kohler's business is at the corner of Emigrant and 9th Street. Frazer Avenue was a lower standard street and was entirely reconstructed and it will become a one-way northbound route upon completion of the project.

The contract plans require that Frazer be reconstructed first and during that stage the through traffic was left on Emigrant as in the past. Then on Stage 2, the through traffic was shifted over onto reconstructed Frazer and reconstruction of Emigrant began on June 20, 1972. Since June 20, Emigrant has undergone a stage construction for widening on both sides while maintaining local traffic. In addition, the railroad crossing of Emigrant (near 12th Street) was entirely reconstructed by the railroad and the street was closed at that point while this was done. It was re-opened at the railroad on September 9. The attached two sections from the project plans should help illustrate the project and its relation to Mr. Kohler's place of business. The Kohler property has two accesses to Emigrant and one to 9th.

RECEIVED
SEP 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Please note that 9 th Street does not run through to connect with Frazer (and neither do 10th and 11th.). During the time that through traffic was diverted away from Emigrant, the local traffic can come and go via other intersecting streets. Some more roundabout maneuvering would be necessary due to all streets not connecting through to Frazer, and due to the railroad closure.

At times, both of the Kohler accesses from Emigrant were cut off, but at those times access was available from 9th. The through traffic routing (that is the Pendleton-John Day Highway route) from June 20 to the present time is via Frazer Avenue.

We are advised that some time during this interval, the City posted "FOOD" signs at several locations along Frazer indicating possible connections across to Emigrant where such service was available, such as at Kohlers. A motorist could, with proper care, traverse to the corner of 9th and Emigrant but a part of his trip would inevitably be through a construction operation.

The completion of the top paving on Emigrant and at the railroad crossing was unfortunately delayed by a fire at the contractor's paving plant August 31. It is expected to be repaired and back in operation this week. The contractor secured AC from another source to get the railroad crossing re-opened on September 8. When the top paving is all accomplished, the through southbound traffic will all be restored to Emigrant and the final one-way system will be put into effect. Project completion is expected in October.

The Mr. Stump that Mr. Kohler refers to in his letter is our Resident Engineer. Mr. Stump talked to Mr. Kohler at the time traffic was first detoured in June. Once Mr. Kohler had indicated to the Resident Engineer that he was going to close for a vacation during the paving work. He was closed August 3 to August 31. First paving on Kohler'snside of the street was August 9, well after he had already closed. We note his letter is undated, but is postmarked August 8. No special effort was made to restore the Emigrant Avenue accesses then since the place was closed, but it still had essential access available from 9th.

The design of the project involves five lifts of paving along Emigrant on the widened sections, such as in front of Kohler. Each time a lift is placed in the vicinity and when new curb was constructed, all access would be cut off for a little while (Section 107.18 of the specifications applies). To do otherwise would chop the work up into completely impractical short sections and prolong the time required to accomplish the overall work. Similar circumstances probably occur on many projects. We believe reasonable access was provided on Emigrant this summer.

JAB:fw
Enc.
cc A. E. Johnson - FHWA was not expecting anything further from us.

5

RECEIVED
SEP 27 1972
FOR

7653

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

SEP 20 1972

IN REPLY REFER TO:
HNG-10

Honorable Mark O. Hatfield
United States Senate
Washington, D. C. 20510

Dear Senator Hatfield:

This is in further reply to your August 14 communication to the Congressional Liaison which we acknowledged September 1. You enclosed a copy of a letter from Mr. Don R. Kohler of Pendleton, Oregon, concerning the condition of the access road to his place of business and other problems that he has been experiencing due to highway construction to his area.

Our Division Engineer in Salem has informed us that there are no Federal-aid funds involved in this project, with the exception of the future railroad crossing signals on Emigrant Avenue and Frazer Avenue. We, therefore, have no jurisdiction over the construction operations.

Our field personnel have been in contact with the State highway officials, however, and have been informed that everything possible is being done to maintain some sort of access to Mr. Kohler's drive-in. There have been times, however, when due to construction activities the access has been restricted, and for short periods, cut off. It is hoped that the reduced congestion following completion of the project will eventually offset these temporary inconveniences.

We appreciate the opportunity to look into this situation for you and your constituent. If we may be of any further service, please let us know.

Sincerely yours,

D W Loutzenheiser
for M. F. Maloney
Associate Administrator for
Engineering and Traffic Operations

RECEIVED
STATE HWY ENGR
SEP 26 '72
REFER TO
FOR

NOTED
TOM EDWARDS

RECEIVED
SEP 25 1972
OREGON DIVISION

Box 300
Salem OR 97308

September 11, 1972

10-35.1/INQ-223

Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon

09.33

G. L. Green, Acting Division Engineer
Salem, Oregon

Original Signed By
G. L. GREEN
Acting Division Engineer

Citizen Inquiry - Mr. Don R. Kohler, Pendleton OR, to Senator Hatfield
(Mr. Maloney's ltr to Senator Hatfield, 9-1-72, HMG-10)

Mr. Maloney's September 1 letter to Senator Hatfield requested in its endorsement a report containing information for Senator Hatfield's use in replying to Mr. Kohler.

The project for the development of the Emigrant-Fraser couplet in Pendleton is a State-funded project, with the exception that railroad crossing signals on Emigrant Avenue and Fraser Avenue will be under a TOPICS project after the couplet has been developed. We therefore have no control over the construction operations as they presently are being carried out. Our area engineer, however, has contacted the resident engineer on this project and has been informed that they are doing everything possible to attempt to maintain some sort of access to Mr. Kohler's drive-in. There have been times, however, when due to construction activities, the access to this drive-in has been restricted, and for short periods, cut off. Although such access interference is undesirable, it is one of the prices that must be paid for upgraded roadway facilities. It is hoped that the reduced congestion following completion of this couplet will offset the inconveniences - especially those suffered during the construction activities.

Mr. Kohler's letter appears to be the original. We have made a machine copy for our records and are returning the original in the event it is required by either the Washington office or the Senator's office.

NOTED
TOM EDWARDS

Enclosure
Ltr, Kohler to Hatfield

NOTED
F. B. KLABOE

Green:mig

9-12-72
al

cc:
OSHD

RECEIVED
SEP 13 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 12 '72
REFER TO
FOR
✓

Dear Mr. Hatfield

We wonder if there is anything that can be done in a situation we have encountered.

According to the State officers the city has invited them here to build an Emigrant-Frazer couplet to the Freeway. They say the city invited them so the city is responsible for any problems. The ciy on the other hand says its the States job and they the state are responsible since they are in charge of the whole thing. Anyway, it seems they all want to pass the buck.

We have a Drive In Rest. known as Kohler's Frostop located on the corner of 9th and Emigrant . The other end of our block on 9th is a dead end street that ends at a railroad crossing at Frazer.

The (so called) access roads to our business are not satisfactory. We've had people drive off of the road because its not wide enough several times (the city police have helped them out more than once) The bottom of their cars hit & scrape going into our drive way. The average car simply cannot make it. We feel they have not provided us with proper access roads to our business. Aug. 3, early in the morning the Rogers Const. removed the 9th street & our drive in access leaving us with no access unless we drove through Shell's bulk plant. Tenth street is torn out on both sides so we really couldn't come or go, until after 1:00 pm when I was able to get in contact with Mr. Stump, they left us no access at all.

Last year at this time we were averaging $300 @ day and the past weeks we are averaging $50 @ day. Since we can't pay our employees, we are several thousand in the red because of construction, therefore we have been forced to suspend service and are locked up for the duration.

Is there anyway you can help us recover our losses?

Hoping to restore our emotional stability and mental happiness, we are going to be out of town for a week or ten days. We know this is a busy time for you too, but we would appreciate any assistance or advice you could render.

Sincerely,

Don R. Kohler

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 22, 1972

SUBJECT:

To: A. E. Johnson
Assistant State Highway Engineer

SALEM

Kohler Complaint
Emigrant-Frazer (Pendleton) Couplet
Pendleton-John Day Highway
Contract No. 7653

Attached is a report from Resident Engineer Mickey Stump on the above complaint about lack of access to his business. According to this report, there was always at least one access to this business until the owner announced that he was closing his business and going on vacation.

It is difficult to maintain access on this type of project, even when the reconstruction is done in a conventional manner. On this particular project there is no aggregate base course. A 5-inch PMBB was laid, in two lifts, directly upon the completed subgrade. A concrete curb and gutter section is laid upon this, with additional courses of PMBB and A.C. to follow.

As stated above, there was always one access to the business, and, whenever possible, more. We realize that there was inconvenience to the various businesses along the street but, in my opinion, reasonable access has been maintained to them. As far as I know, Kohler's complaint is the first.

Attached is a rough draft reply.

W. E. Schwartz
Regional Engineer

8-22-72
cc McKinney

WES:sh
Attachments

Completed & Stripped

cc C. T. Keasey

RECEIVED
AUG 23 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Stump - Talked to Kohler -
Street to be paved by 6-7 Sept
& would do his approach 1st

Stump - Full paved ~~con~~ and completed [illegible] up.

FORM E-20 50M 11-61 40230

☐ ☐ RCE ☐ RBE ☐ RME ☐ ☐ RDE ☐

AUG 18 1972
RECEIVED
REGIONAL OFFICE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Pendleton, Oregon
August 17, 1972

SUBJECT: Emigrant-FRazer(Pendleton) Couplet
Pendleton-John Day Highway
Umatilla County . Contract #7653
Kohler's Frostop

To: Mr. W. E. Schwartz
Region Engineer
La Grande

Reference is being made to complaint by Mr. Kohler, owner of Kohler's Frostop, which is located on the S.E. corner of 9th. & Emigrant St. Mr. Kohler came to me at the time we detoured thru traffic from Emigrant to Frazer June 20th. He advised me at the time that this would hurt his business to the extent of shuting down his place. I advised him that there were several other businesses that would have the same problem. I told him the project was estimated to be completed by the middle of Sept. Mr. Kohler has 2 approaches on Emigrant & 1 off 9th. During the grading the 9th. St. entrance was closed for short periods when excavation was being made & replaced with rock. Also during the grading the Emigrant St approach was removed & replaced several times. During the paving & curb work it was impractical to keep the Emigrant approach open. Also Mr. Kohler advised just before the paving he would shut his place down and go on a vacation.

Our records show that on August 9th. the Contractor began paving the 1st. lift of Bit. Base on the South side of Emigrant St. The Contractor began paving at the U.P. R.R. tracks & paved to the East end of the project. Before paving this area it was necessary to remove Mr. Kohler's Easterly approach. However the Contractor did not remove the approach to SW 9th. St. which Mr. Kohler's dirvein has an access to.

After the Bit. Base has been laid on the ground there is considerable rolling that is required to meet compaction specifications & it must be rolled during the cooling-out period to meet these specifications. I might point out that this day in question the temperature roase to a high of 111 degrees, thus requiring more than the usual amount of time to cool out so that the roller could finish rolling. My records also show that on August 10th. 1972 the second lift of Bit. Base was paved in the same area & that Mr. Kohler's Easterly approach was not able to be used for the same reason.

As the curb is to be placed on the new 5 inches of paving & Kohler's Frostop was closed down the approach was not put back. Laying of forms for curbs in the area was started Monday Aug. 14th. & curb was poured in front of the Frostop Aug. 16th. The 9th. St. gravel approach has been open during the base paving & curbing giving Mr. Kohler one entrance.

During the construction of this street there are five lifts of paving, curbing & a concrete driveways which makes 7 times after the paving is started that approaches are closed. It is not, in my opinion, practical or reasonable to expect the Contractor to replace these approaches each time an operation is completed. I know it is not the best but all the businesses have at least one approach from a side street including Mr. Kohler.

9-21-72
cc McKinney

Cont'd.

The Contractor expects to pave the section from 19th. St. East to the R.R. track next week. Curbing should be completed on the section from the R.R. X-ing East to 4th. St. next week. Paving on this section should be started about a week later after the curbs have cured out.

I called Al Johnson in regard to this matter this A.M. He advised that the property owner should have at least one access to Emigrant street.

I instructed Mr. Howard McInroe, Supt. for Rogers Construction, that where needed to put in temporary approaches. He started making arrangements to have this done and all major ones should be completed today either by backfilling with crushed rock or by using planks over curb sections or freshly poured concrete driveways.

M. M. Stump
Resident Engineer
Pendleton

RECEIVED
AUG 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG -9 1972
ATTORNEY GENERAL
SALEM, OREGON

Dear Mr. Johnson,

We wonder if there is anything that can be done in a situation we have encountered.

According to the State officers, the City has invited them here to build a Frazier - Emigrant Couplet to the Freeway. They say the City invited them, therefore the city is responsible for any problems that should arrise. The City, on the other hand, says its the State's job and they are in charge of the whole project, therefore the State is responsible. Anyway they all want to "pass the buck" it seems.

We have a drive-in Rest., known as Kohler's Frostee located on the corner of 9th & Emigrant. The other end of our block, on 9th is a dead end street that ends at a railroad crossing on Frazier.

The last few weeks the (so called) access roads to our business are not satisfactory. We've had people several times drive off, because its not wide enough. (The City police have helped them out more than once) The bottom of their cars scrape going into our drive way. The average car simply cannot make it. We feel they have not provided us with proper access roads to our business.

[illegible] on
Aug 3 early in the morning [illegible] Drive In access
emoved the 9th street and our Drive In access
eaving us with no access unless we drove
hrough Shell's bulk plant. Tenth street is torn
ut on both sides so we really couldn't come or
o anywhere. Until after 1:00 PM when I got in
touch with Mr. Stump, they had left me with no
ccess at all.

Last year at this time we were averaging $300.00 @ day and the past weeks we are averaging a mere $50.00 @ day. Since we can't pay our employees, we are several thousand in the red, brought on since the beginning of construction, therefore we have been forced to suspend service and lock up for the duration. Is there any way you can help us recover our losses?

Hoping to restore our emotional stability and mental happiness, we're going to be out of town for a week or ten days. We know this is a busy time for you too, but we'd appreciate any assistance or advice you could render.

Sincerely

Don K. Kohler
814 SW Emigrant
Pendleton Ore.
97801

RECEIVED
[illegible]

FOR FILING

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

T. P. Rogers
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

SEPTEMBER 11, 1972

7658

File Ref.
D 9031 - 32 - 1

Pendleton

Mr. Lionel Topaz,
Assistant Commissioner
Public Service Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Sir:

This is to advise that the automatic gates at the Emigrant Avenue crossing, No. 2A-215.23, Pendleton, were placed in service at approximately 10 AM, September 8, 1972. These signals were authorized by PUC Order No. 72-225.

I anticipate that the signals at Frazer Avenue crossing (also covered by said Order) will be placed in service approximately October 15, 1972.

Yours very truly,

Original signed for
T. P. ROGERS
Superintendent

T. P. Rogers,
Superintendent

cc: Mr. T. W. Litchfield,
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
SEP 14 '72
REFER TO
FOR

RECEIVED
SEP 14 1972
UTILITY UNIT

COPIES TO: [illegible] GREEN - EHS-T-5024(2)
FB KLABOE
LH YOUNG
LE GEORGE
HS COX
JL SOLLIS
CT KEASEY
WE SCHWARTZ
MM STUMP
HW GERLACH

RECEIVED
SEP 11 1972

FOR FILE

7653

S

CON LAG 55 9-8-72 9.35 AM

NOTED
A. E. JOHNSON

BOND

RE UR TT 5

PLAN TO OPEN EMIGRANT TO ONE-WAY AT 10.00 AM TODAY. FRAZER WILL REMAIN TWO-WAY UNTIL JOB IS COMPLETED.

BUD SHIRLEY
BV17.

RECEIVED
SEP 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1972

FOR FILING

7653

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1972

RAILROAD COMPANIES
FILE No. 736

SUBJECT: Construction Agreement
Emigrant-Frazer (Pendleton) Couplet
Pendleton-John Day Highway
Umatilla County
Contract No. 7653
~~Project No. EHS-T-5024(2)~~
PUX 810 SXF 571

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

The State's original fully executed counterpart of the above captioned agreement has been handed to Velda DeGuire for processing after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

This agreement provides for the installation of crossing gates at the two grade crossings on this project, the cost for which is to be shared 90% by the State (from TOPICS funds) and 10% by the Railroad. The balance of the work set forth in Exhibit "B" of the agreement provides for the reconstruction of the two grade crossings and adjustment of signal and communication lines which is not to be included as part of the Topics project. It is the responsibility of our Resident Engineer to monitor this work and to ultimately approve the bill presented by the Railroad when the installations are completed.

The balance of the agreement deals largely with the usual safety measures and insurance requirements which are incorporated into our special provisions. Our Resident Engineer should familiarize himself particularly with Sections 2, 3, 5, 6 and 7 of this agreement.

Our District Engineer should be aware of the responsibilities set forth in Section 4 which requires the State to maintain the highway and all appurtenances after construction of the project.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
A. E. Johnson
C. T. Keasey w/copy of agreement
L. E. George "
V. E. Skoog "
R. N. Chase " (4)
— no file
J. R. Oakes - Attn: Velda DeGuire w/original agreement
J. L. Sollis w/copy of agreement
W. E. Schwartz "
H. W. Oswald "
M. M. Stump "
H. W. Gerlach "

NOTED
FLOYD QUERY

CEIVED
MAY 11 1972
FOR FILING

May 9, 1972

TO: Oregon State Highway Commission

FROM:

Tom Edwards
State Highway Engineer

SUBJECT: Railroad Agreement
Emigrant-Frazer Couplet (Pendleton)

There will be on the agenda for your meeting of May 16 an agreement with the Union Pacific Railroad Company providing for the construction of the Emigrant-Frazer Couplet in Pendleton.

This agreement provides for the installation of crossing gates to protect the main line track crossing of Emigrant and Frazer Avenues. The crossing gates are to be financed with TOPICS Funds and 10 percent of the cost is to be borne by the railroad. The remainder of the work to be performed by railroad forces includes rehabilitation of the Emigrant and Frazer Avenue crossing surface and adjustment of signal and communication lines. Work at the Emigrant Avenue crossing is to be borne 100 percent by the State; work at the Frazer Avenue crossing is to be shared with the railroad on a 50-50 basis.

The cost may be summarized as follows:

	TOPICS	STATE	UPRR
Crossing Gates	$91,899	$ --	$10,211
Emigrant Avenue Work	--	16,905	--
Frazer Avenue Work	--	13,695	13,695
	$91,899	$30,600	$23,906

In addition, the State will bear up to $7,000 in railroad protective costs.

Upon completion of installation, the State is to maintain the highway and all highway facilities at State expense and the railroad is to maintain the crossing gates and all other railroad facilities at railroad expense.

The agreement also provides for the State and its contractor to take the usual safety precautions and to provide the railroad with the usual insurance protection.

We recommend your approval.

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
C. T. Keasey
T. W. Litchfield
L. H. Young
V. E. Skoog
J. F. Putnam
Gary Ross
Gary Sund

TWL:dl/ms ja

S

RECEIVED
AUG 17 1972

FOR FILING

7653

Salem, Oregon
August 16, 1972

Mr. W. E. Schwartz
Region Engineer

Attached is a copy of a letter from Mr. Don R. Kohler, 814 S. W. Emigrant, Pendleton, concerning access problems on the Emigrant-Frazier Couplet which has forced them to close their drive-in restaurant known as "Kohler's Frosty" located at Ninth and Emigrant in Pendleton.

Confirming my telephone conversation with you this date, please investigate and report conditions, including a draft of an answer to Mr. Kohler.

This matter is on assignment from the Attorney General's office and it is requested that you expedite a reply.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

Attachment

cc George M. Baldwin (enc.)
Tom Edwards "
F. B. Klaboe "
C. T. Keasey "
Frank McKinney

RECEIVED
AUG 15 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG - 9 1972
ATTORNEY GENERAL
SALEM, OREGON

Dear Mr. Johnson,

We wonder if there is anything that can be done in a situation we have encountered.

According to the State officers, the City has invited them here to build a Frazier - Emigrant Couplet to the Freeway. They say the City invited them, therefore the city is responsible for any problems that should arrise. The City, on the other hand, says its the States job and they are in charge of the whole project, therefore the State is responsible. Anyway they all want to "pass the buck" it seems.

We have a drive-in rest., known as Koller Frostee located on the corner of 9th & Emigrant. The other end of our block, on 9th is a dead end street that ends at a railroad crossing on Frazier.

The last few weeks the (so called) access roads to our business are not satisfactory. We've had people drive off, because its not wide enough several times. (The City Police have [illegible] them out more than once) The bottom of their cars scrape going into our drive way. The average car is made cannot make it. We feel they have not provided us with proper "access" roads to our business.

Aug 3 early in the Morning Rogers Construction
removed the 9th street and our Drive In access
leaving us with no access unless we drove
through Shell's bulk plant. Tenth street is torn
ut on both sides so we really couldn't come or
go anywhere. Until after 1:00 PM when I got in
touch with Mr. Stump, they had left me with no
ccess at all.

Last year at this time we were averaging $300.00
@ day and the past weeks we are averaging a
mere $50.00 @ day. Since we can't pay our
employees, we are several thousand in the
red, brought on since the beginning of constructi
therefore we have been forced to suspend service
and lock up for the duration. Is there any
way you can help us recover our losses?

Hoping to restore our emotional stability and
mental happiness, we're going to be out of town
for a week or ten days. We know this is a busy
time for you too, but we'd appreciate any assista
or advice you could render.

Sincerely

Don K. Kohler
814 SW Emigrant
Pendleton, Ore.
97801

RECEIVED
MAR 30 1972

FOR FILING

7653

March 29, 1972

Federal-aid Project
No. [illegible]

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7653, State Force Order No. 8

Project Emigrant-Fraser (Pendleton) Couplet

Highway Pendleton-John Day

County Umatilla

This Order reimburses the Union Pacific Railroad Company 90% of their costs to install crossing gates at the Emigrant and Fraser grade crossings including the necessary preliminary engineering.

The estimated cost of this work is $91,899.00.

This work was tentatively recommended for approval by the Federal Highway Administration Engr. Coordinator, December 27, 1971.

Your approval as of December 27, 1971 is requested.

RHW:bb
Attachments

RECEIVED
MAR 28 1972

FOR FILING

7653

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1972

SUBJECT: Proposed Detour Stage 2
Emigrant-Frazer Couplet (Pendleton)
Contract No. 7653

To:

MEMO TO THE FILES

Recently we received a sketch map showing a proposed change in the detour for Stage 2 construction on the Emigrant-Frazer Couplet in Pendleton. This proposed detour reroutes the traffic over S. W. 19th Street between S. W. Frazer and S. W. Emigrant Avenue.

On March 23, I went over the proposed route of this detour on the ground and see nothing wrong with the proposal with one exception. It is thought that the Region and the Resident Engineer should have a meeting with the appropriate City of Pendleton officials and request no parking be allowed on this street during the time that the detour is in operation. Also, this street should be turned into a one-way street rather than the two-way system as it is at the present time.

If this can be worked out with the City, it appears that the proposal has merit and should be used.

John H Walker
fw

John H. Walker
Quality Control and Training Engineer

JHW:fw

cc: A. E. Johnson
W. E. Schwartz
M. M. Stump

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

FOR FILING

7653

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 21, 1972

NOTED
A. E. JOHNSON

SUBJECT: Emigrant Frazier (Pendleton) Couplet
Pendleton-John Day Highway
Umatilla County
State Contract No. 7653
F.A. Project No. EHS-T-5024(2)
State Force Order Nos. 7 and 8

To: Mr. W. E. Schwartz
Region Engineer
P.O. Box 850
LaGrande, OR 97850

Attn: Alfred Shirley, Jr.

Regarding your letter of March [illegible], 197[illegible], accompanying your SFO No. 7, Mr. Litchfield has performed the required paper work to reimburse the UPRR for the costs of their work to be performed under the Topics Project, EHS-T-5024(2).

This was accomplished by removing from your SFO No. 7, Contract No. 7653, those costs applicable to the Topics Project. SFO No. 8 has been prepared to credit these costs to the Topics Project.

Both orders will be returned to you when approved.

F. D. Morgan
Construction Engineer

By

M. D. Glenn
Federal Liaison Engineer

MDG:fr

cc: A. E. Johnson
L. H. Young
T. W. Litchfield

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

1653

A-125 (Rev. 3-70)

STATE COPY G-18

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

EFFECTIVE
upon modification
agreement if add

12-27

Contract No. 1653

Order No. 8 4-5-72

RAL HIGHWAY AD

ection Emigrant-Frazer (Pendleton) Couplet

Date March 17, 1972

ighway Pendleton-John Day

F.A.P. No. EHS-T-5024(2)

ounty Umatilla

Prefix 30-1145 Account No. 285-08

escription of Work To Be Done:

Install crossing gates at the Emigrant and Frazer Avenue grade crossings and perform necessary preliminary engineering.

RECEIVED
APR 12 1972
OFFICE OF
STATE HIGHWAY ENGINEER

to Const. 4-13-72

NOTED
A. E. JOHNSON

ation by Station Numbers:

"E" 29+50 UPRR M.P. 215.23

"F" 36+90 UPRR M.P. 215.39

imate of Quantities and Costs:

	Labor	Materials & Equipment		
Emigrant (State Share 90%)	$10,134	$34,317		
Frazer (State Share 90%)	9,189	38,259		
	$19,323	$72,576	Total	$91,899

nation:

Work to be performed by Union Pacific Railroad Company on actual cost basis. State to reimburse Railroad for 90% of the cost.
Authorization to proceed given by FHWA on 12-27-71

INSTRUCTIONS

mit a separate order for each piece or of state force work to be undertaken. the account number applying to hat as indicated in the account numbers as- to state force work on contract jobs. copies of the order are to be submitted lem. After final approval, two copies e sent to the Regional Engineer and one o the Resident Engineer.

Project authorization $102,000

Present estimate of project cost, including $91,899 for work under this order $102,000

Expected under-run over-run (amount) .... $ --

Expected under-run over-run (per cent) ...... --

Space to right of this line is for use of Salem Office

itted by: Resident Engineer

Approval Recommended: For Construction Engineer or ~~Bridge Engineer~~

oval Recommended: Regional Engineer

Approved: Construction Engineer

Order No.: 72-225

Crossing No.: 2A-215.23
2A-215.39

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

SXF-571

In the Matter of the Application of the)
STATE OF OREGON, by and through)
its State Highway Commission, for)
authority to alter two highway grade)
crossings over the tracks and right of) ORDER
way of the Union Pacific Railroad Com-)
pany in the City of Pendleton, Oregon,)
in Umatilla County near the center of)
Section 10, Township 2 North, Range)
32 East, Willamette Meridian)

On August 23, 1971, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter two existing highway grade crossings over the tracks and right of way of the Union Pacific Railroad Company in Pendleton, Oregon. The two grade crossings covered in the application are the Emigrant Avenue crossing, No. 2A-215.23, and the Frazer Avenue crossing, No. 2A-215.39.

Copies of the application were duly served upon the Union Pacific Railroad Company, the City of Pendleton, and Umatilla County.

By answer dated October 7, 1971, respondent, Union Pacific Railroad Company, asked for certain changes in the application, and in addition that the Oregon-Washington Railroad and Navigation Company be added as a railroad affected by the application due to its ownership of the right of way.

Order No.: 72-225

Crossing No.: 2A-215.23
2A-215.39

By letter dated October 12, 1971, the Oregon State Highway Commission advised that it had no objection to the changes requested by the railroad.

No objections have been received from the City of Pendleton or Umatilla County in this matter.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the two grade crossings as requested herein is granted.

(2) Applicant shall:

(a) Prepare plans and reconstruct the portion of the Pendleton-John Day highway now routed over Emigrant Avenue to form a one-way couplet using Emigrant and Frazer Avenues as shown on Exhibits "A" and "B" attached to the application.

(b) Bear with the City of Pendleton 100% of the cost of construction of the highway.

(c) Bear with the City 90% of the cost of furnishing and installing predictors, five Commissioner's Standard 4 automatic gates, each supplemented with Commissioner's Standard No. 2 flashing light signals equipped with gongs, and "TWO TRACK" signs.

(d) Bear with the City 90% of the cost of the removal of the existing PUC Standard No. 2 flashing light signals at the existing Emigrant Avenue crossing.

(e) Bear with the City 100% of the cost of reconstructing the existing Emigrant Avenue crossing to a width, when measured along the center line of the track, of one hundred (100) feet, including sidewalks on each side of the street.

(f) Bear with the City 50% of the cost of reconstructing the Frazer Avenue crossing to a width, when measured along the center line of the tracks, of one hundred ninety (190) feet, including sidewalks on each side of the street.

(g) Install and maintain such advance warning signs as are required at each grade crossing, including an advance warning sign facing northerly-bound traffic on S. W. 9th Street south of Frazer Avenue, and bear all the cost thereof.

(h) Maintain the surfaces of Emigrant and Frazer Avenues and other highway facilities upon completion of construction and bear all of the cost thereof.

(i) Reimburse the railroad for 100% of the cost of adjusting signal and communication lines at the Emigrant Avenue crossing, and for 50% of the cost of adjusting signal and communication lines at the Frazer Avenue crossing.

(3) Railroad shall:

(a) Furnish and install predictors, two Commissioner's Standard No. 4 automatic gates, each supplemented with flashing light signals equipped with gongs, and "TWO TRACK" signs which shall be placed at appropriate locations on Emigrant Avenue, easterly of the railroad tracks, and bear 10% of the cost thereof.

(b) Furnish and install predictors, three Commissioner's Standard No. 4 automatic gates, each supplemented with flashing light signals equipped with gongs, and "TWO TRACK" signs which shall be placed at appropriate locations on Frazer Avenue and S. W. 9th Street on the westerly side of the railroad tracks, and bear 10% of the cost thereof.

(c) Subject to reimbursement by the applicant, rearrange signal and communication lines as required to accommodate the new Emigrant Avenue crossing.

(d) Rearrange signal and communication lines as required to accommodate the Frazer Avenue crossing, and bear 50% of the cost thereof.

(e) Remove the existing Commissioner's Standard No. 2 flashing light signals on Emigrant Avenue, and bear 10% of the cost thereof. (It is understood by all parties hereto that these signals will be reinstalled at some later date at some appropriate location within the City of Pendleton.)

(f) Subject to reimbursement by applicant, install a gumwood plank crossing in Emigrant Avenue for a width, when measured along the center line of track, of one hundred (100) feet.

(g) Install a gumwood plank crossing in Frazer Avenue for a width, when measured along the center line of track, of one hundred ninety (190) feet, and bear 50% of the cost thereof.

(h) Subject to reimbursement by applicant, provide such watchmen and flagmen as are required to protect traffic on the railroad during the period of construction of the crossing.

(i) Maintain the railroad tracks, ties, ballast, gumwood plank crossings, automatic gates and warning signals and other railroad facilities after construction of the crossings and bear all the cost thereof.

(4) City of Pendleton shall:

(a) Reimburse the State for 25% of the cost of the entire project.

Made, entered and effective MARCH 10 1972.

Diarmuid F. O'Scannlain
Public Utility Commissioner

Morgan
Decker
Johnson
Litchfield

RECEIVED
OCT 12 1971
CONSTRUCTION
DIVISION

BURLINGTON NORTHERN

HARRY J. SURLES
Vice President —
Portland Region

American Bank Building
Portland, Oregon 97204

October 7, 1971

Mr. F. D. Morgan
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield

Dear Mr. Litchfield:

Confirming discussions between you and Burlington Northern representatives and supplemental to Mr. Moy's letter of September 2, 1971, the railroad recognizes the State's responsibility for safer and more efficient vehicular traffic operation on S.W. Emigrant Avenue in the City of Pendleton, resulting from the State's proposal to change and improve the existing two-way traffic pattern to three lane one-way traffic eastbound only. In order to accomplish relocation of the railway's tail track from the street to the sidewalk area to better accommodate the State's change in traffic pattersn, the railroad will provide and furnish the necessary labor and materials to relocate this track subject to reimbursement to the railroad by the State for all expenses incurred. It is understood that the State further agrees to acquire and provide to the railway the necessary additional right of way required for the tail track relocation. The intended track work and right of way required are as outlined on the attached cost estimate and print. It is further understood that the state also agrees to pay the cost of flagging for protection of vehicular traffic required as a result of this relocation, which expense is not included in the attached cost estimate.

If this statement of agreement to provide for the track work and right of way acquisition is satisfactory and acceptable, please have any appropriate representative of the State sign the extra copy of this letter and return it to this office in the enclosed envelope.

Very truly yours,

H J Surles

Encl.

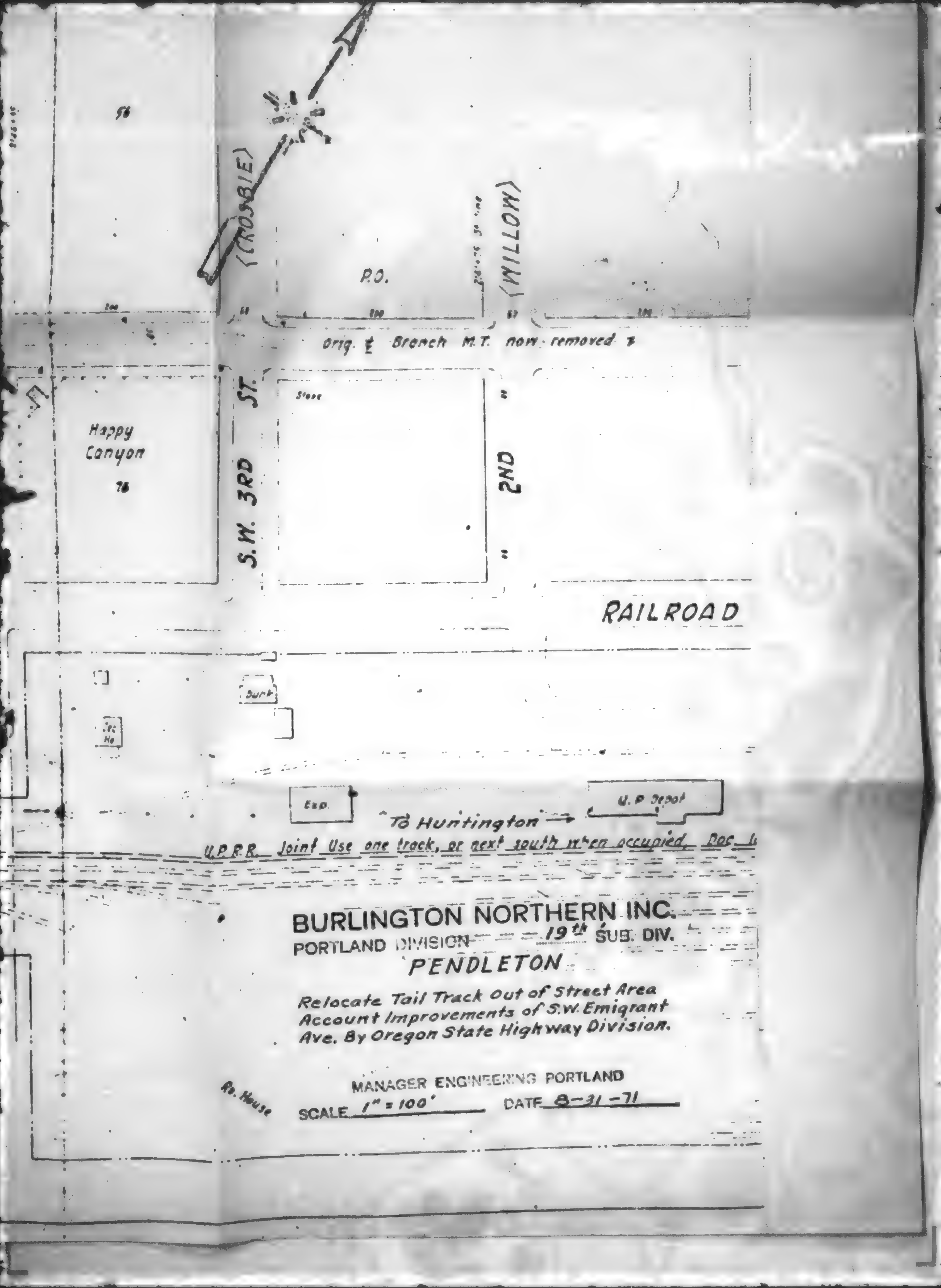
Letter Agreement approved and accepted this 16 day of ~~October,~~ November 1971, by Klaboe for the State of Oregon.
Asst. State Highway Engr.

Jack L. Sollis
11-9-71

F. C. McKinney

Estimated cost of Railway work in connection with improvements of S. W. Emigrant Avenue by Oregon State Highway Division at Pendleton, Oregon, Portland Division, 19th Subdivision.

Work to be performed by the Railway at State's expense:	Labor	Non-Labor
1. Track Work		
Relocate 500 feet of tail track out of street area	3,000	2,442
Handling and freight		144
Equipment Rental		600
	3,000	3,186
2. Engineering		
Perform preliminary and special engineering as well as inspection in the field during construction	300	
Equipment Rental		75
3. Liability Insurance - $1,000,000 Coverage		363
Labor Surcharges		
Vacation Pay, paid holidays, Railroad Retirement and Unemployment Insurance, Health and Welfare Benefits - 34.714%	1,146	
	4,446	3,624
		4,446
Total Estimated Cost -		8,070


56
(CROSBIE)
(WILLOW)
P.O.
200
60
200
60
Orig. ℄ Branch M.T. now removed ℄
Store
Happy
Canyon
76
S.W. 3RD ST.
2ND
RAILROAD
Surf
Ice
Ho
Exp.
U.P. Depot
To Huntington
U.P.R.R. Joint Use one track, or next south when occupied. Doc.
Rd. House

BURLINGTON NORTHERN INC.

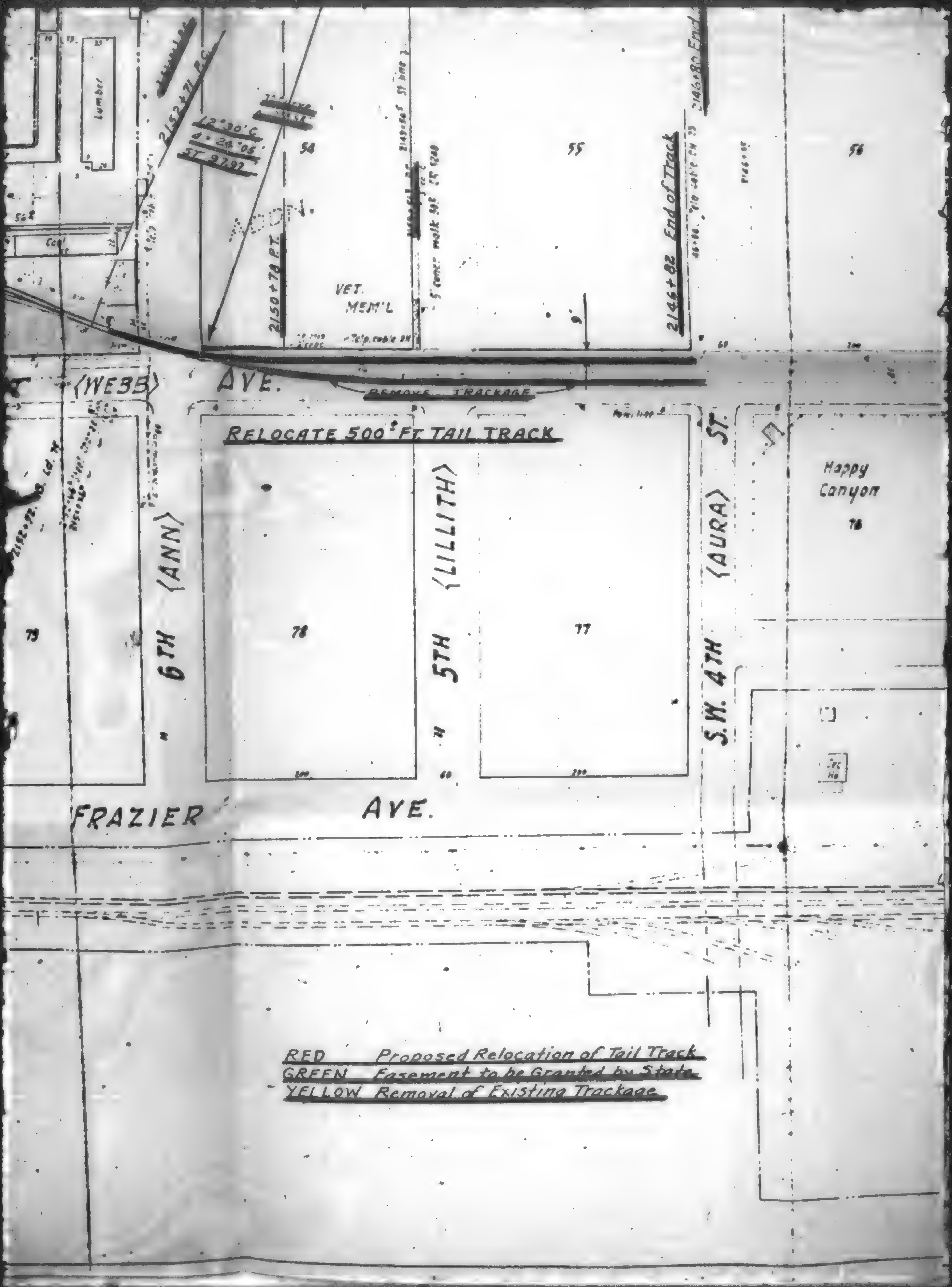
PORTLAND DIVISION — 19th SUB. DIV.

PENDLETON

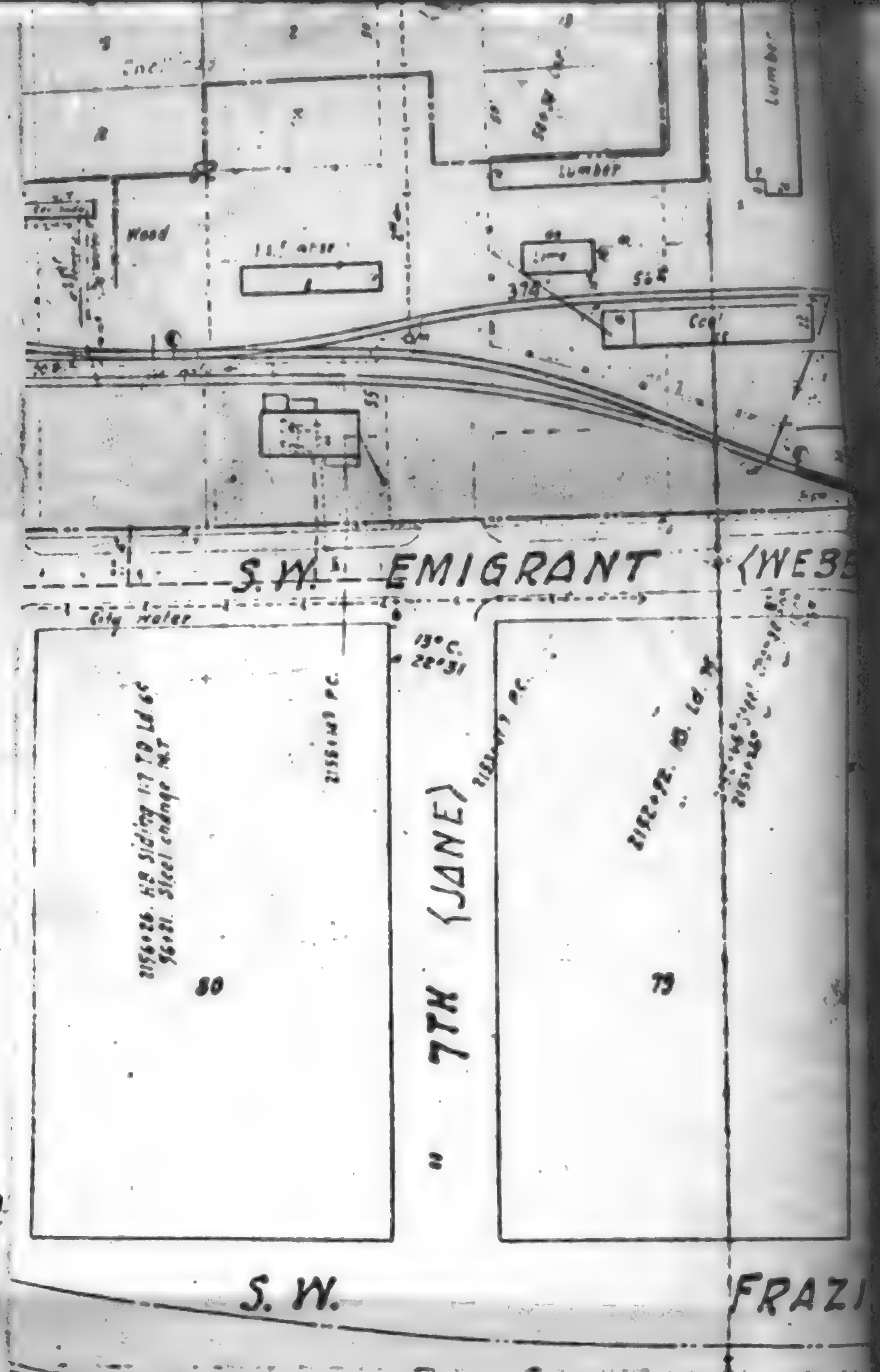
Relocate Tail Track Out of Street Area
Account Improvements of S.W. Emigrant
Ave. By Oregon State Highway Division.

MANAGER ENGINEERING PORTLAND

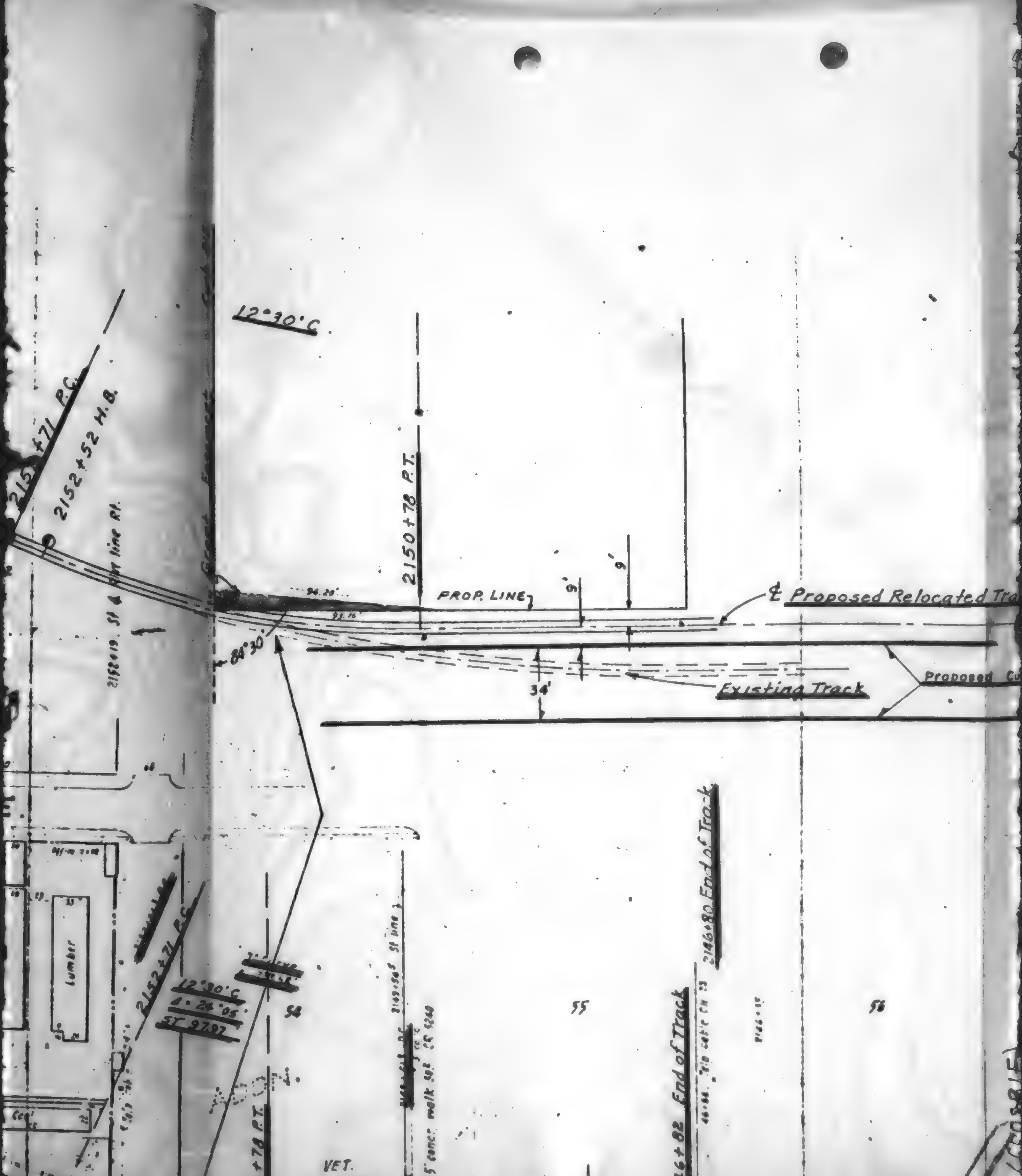
SCALE 1" = 100' DATE 8-31-71

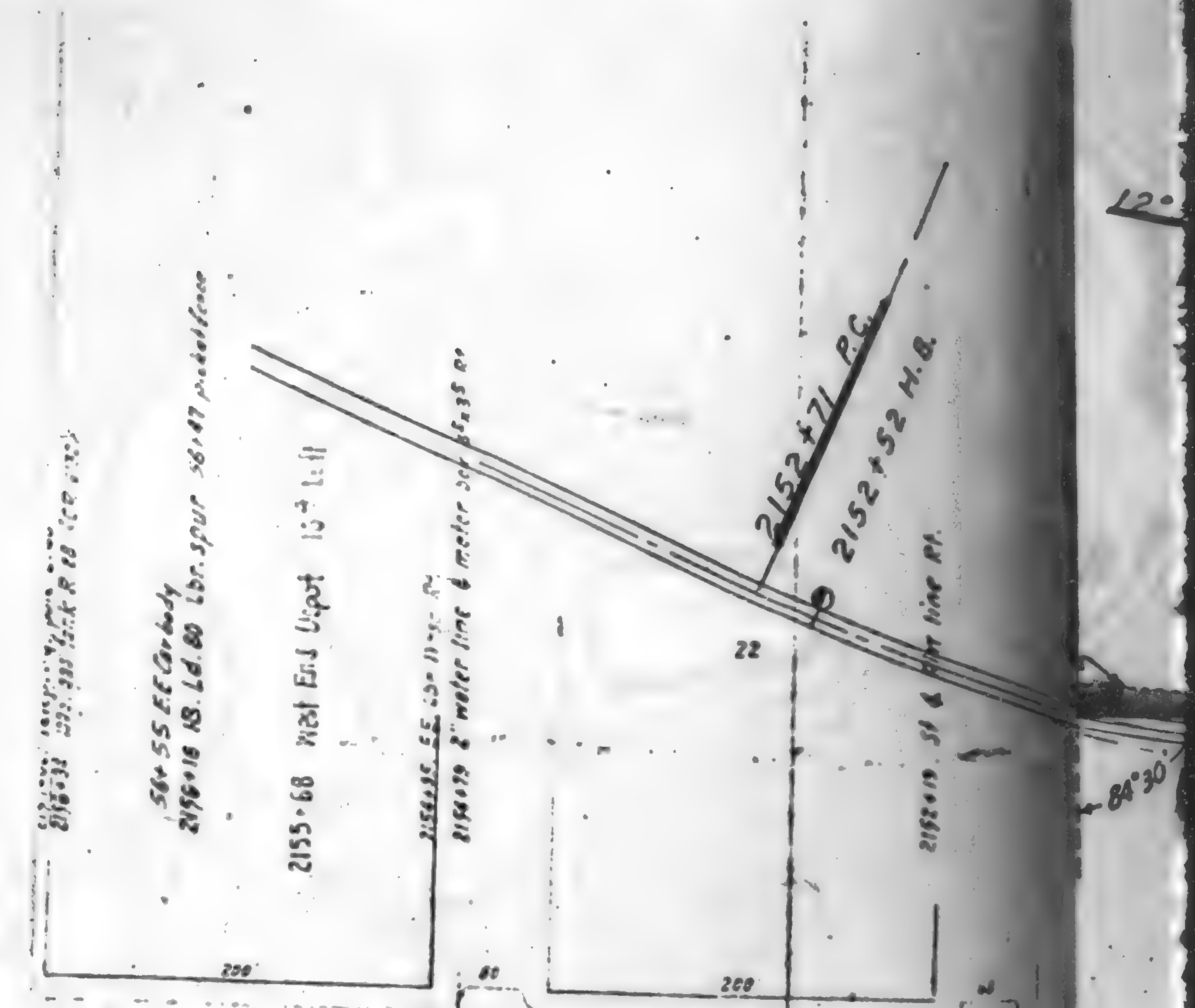


Lumber
Coal
2152+71 P.C.
12°30' C
Δ = 24°05'
ST 97.92
54
55
56
2150+78 P.T.
VET.
MEM'L
2146+82 End of Track
2146+80 End
(WEBB) AVE.
REMOVE TRACKAGE
RELOCATE 500± FT. TAIL TRACK
6TH (ANN)
5TH (LILLITH)
S.W. 4TH (AURA) ST.
Happy
Canyon
75
73
78
77
FRAZIER AVE.
RED Proposed Relocation of Tail Track
GREEN Easement to be Granted by State
YELLOW Removal of Existing Trackage


Lumber
Lumber
Wood
Lime
Coal
City Water
S.W. EMIGRANT (WEBB
7TH (JANE)
13" C.
22"31
80
79
S.W. FRAZI
E1-UP

cated Track
posed Curb
(CROSBIE)
(WILLOW)
P.O.


12°30'C
2151+71 P.C.
2152+52 H.B.
2152+19. St & [illegible] line Pt.
94.20'
93.76'
84°30'
2150+78 P.T.
PROP. LINE
9'
9'
℄ Proposed Relocated Tra
Existing Track
34'
Proposed Cu
2146+80 End of Track
2146+82 End of Track
Lumber
2152+71 P.C.
12°30'C
Δ = 24°05'
ST 97.92
2150+74 P.T.
VET.
MEM'L
5' conc. walk
54
55
56
60
200


DORIAN (ALTA) AVE.
2152+71 P.C.
2152+52 H.B.
2155+68 West End Depot
2152+19
84°30'
12°30' C
2152+71 P.C.
2150+78 P.T.
200'
80
200
22
(vacated)
Lumber
Lumber
Coal
Wood
374
56R
12°

NOV 19 1971

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

November 16, 1971
Salem, Oregon

To: Mr. Frank Morgan
Construction Engineer

BUILDING

SUBJECT: Emigrant Frazer-Pendleton Couplet Project
Pendleton-John Day Highway
Contract No. 7653
Footpaths and Bicycle Trails

NOTED
F. B. KLABOE

The following items are chargeable to footpaths and bicycle trails on the subject project.

Item No.	Item	Unit	Quantity	Contract Price	Total
12	Coarse Aggregate Base	cu.yd.	180	$ 3.50	$ 630.00
13	3/4"-0 Aggregate Base	cu.yd.	54	3.50	189.00
15	Class C Asphalt Concrete Mixture	Ton	14	8.00	112.00
16	Asphalt Cement in Mixture	Ton	1	48.00	48.00
27	Concrete Walks	Sq.yd.	4,900	6.00	29,400.00
30	Extra for Asphalt Walks	Sq.yd.	140	3.00	420.00
				Total	$30,799.00

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

CGS:jh
cc: F. B. Klaboe ✓
V. E. Skoog
C. G. Swenson
L. H. Young

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 - 1971
FOR FILING

30-1145
7653

November 4, 1971

Empire Construction, Inc.
P. O. Box 16537
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7653 for work on
the Emigrant-Frazer (Pendleton)
Couplet Section of the Pendleton-
John Day Highway in Umatilla
County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc F. D. Morgan
I. D. Merchant
L. E. Young
Attn: Vince Gallagher
H. S. Coulter
H. M. Stamp

Pendleton

November 2, 1971

[illegible] CITY [illegible]

Mr. Fred Klaboe
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

On October 28 City Engineer Jim Chaffee and I met with Ted Litchfield, Dick Unrein, other staff of the Highway Department, Oregon Public Utilities Commission, Union Pacific Railroad and Mr. Valach of FHWA to finalize a proposal for railroad grade crossing improvement and protection for Pendleton. At this meeting it became apparent that The City of Pendleton and the Oregon Highway Department had different interpretations of the agreement entered into for construction of the Emigrant-Frazer Couplet (as it relates to railroad grade crossing protective devices).

Our interpretation, which was the basis for our local bond election to finance the City's project share is as follows and the way we would wish to proceed:

> The railroad grade crossings (protective devices only) on Emigrant and Frazer were to be excluded from the agreement and negotiated separately. The City intends to use TOPICS funds for installation of these protective devices with Union Pacific Railroad sharing 10% of the cost. The City previously committed its 1970 TOPICS funds for railroad protective devices on South Main with the understanding that these funds could be transferred to Emigrant and/or Frazer when appropriate.

This is brief, but hopefully a satisfactory explanation. Without the use of TOPICS funds the City is not prepared to meet its financial committment to the couplet project.

Please advise if we can proceed with the use of TOPICS funds.

Attached is a sheet illustrating our interpretation of the estimated cost for protective devices on Emigrant and Frazer, available TOPICS funds, and breakdown of shared costs.

Sincerely yours,

Rudy R. Enbysk
City Manager

RRE/sg

CC: Jim Chaffee
Ted Litchfield
Dick Unrein

THE CITY OF PENDLETON TOPICS FUND

	Total Allocation thru 1972	Expended for Topics Study	Balance
Federal Grant	$ 61,463.00	$ 3,192.75	$ 58,270.25
State Share	20,487.50	915.80	19,571.70
City Share	20,487.50	915.80	19,571.70
	$ 102,438.00	$ 5,024.35	$ 97,413.65

Estimated Cost and Funding

Emigrant grade crossing signals and gates	$ 46,800.00
Frazer grade crossing signals and gates	50,130.00
	$ 96,930.00

Federal Grant	$ 52,342.20
UPRR	9,693.00
State	17,447.40
City	17,447.40
	$ 96,930.00

Availability of City Share

City Share	$ 20,487.50
Advance for TOPICS study	- 800.00
	$ 19,687.50
Final TOPICS study payment	- 115.80
	$ 19,571.70
City share of protective devices	$ 17,447.40

RECEIVED
NOV 3 - 1971

FORM 2-30 (REV. 10-69)
FOR FILING
30-1145
165

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 1, 1971

SUBJECT: Emigrant-Frazer Couplet

To: F. B. Klaboe
Asst. Highway Engineer

This letter is to indicate that based upon our discussions, I have contacted Scott concerning the letter of October 19 and the fact that S. W. 20th in Pendleton between Emigrant and Frazer Avenues should be one-way.

This office is in agreement with that recommendation, based on the fact that the majority of traffic going north on 20th may do so by proceeding straight ahead into the left turn refuge on Emigrant. The extremely small number of people desiring to left turn on 20th from Frazer would be inconvenienced by having to proceed one block further east to 19th and then making the left turn. The conversion of 20th to one-way for one block will remove conflict that would occur between traffic entering the couplet from the west bound lanes from the freeway. The city also desires to convert this one block section to one-way operation.

I would, therefore, recommend your approval of this action and that the signing for the road be adjusted accordingly at such time as construction has been completed in the area.

Approved 11-2-71
Asst. State Hwy. Engr.

cc →

L. E. George
L. E. George
Operations Engineer

Sent 11-3-71

LEG:lp
cc: Frank Hall
Scott Coulter
D. N. Harwell -- attachment

RECEIVED
NOV 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP*52476-734

Pendleton

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 29, 1971

SUBJECT:
Construction Agreement
Emigrant-Frazer (Pendleton) Couplet
Pendleton-John Day Highway
Umatilla County
Contract No. 7653
PUX 810, SXF 571

To:
R. B. Simpson, Division Engineer, FHWA
L. I. Lindas, Assistant Attorney General and Counsel
F. L. Hall, Design Engineer
H. S. Cox, County & City Engineer

Herewith for your review and approval you will find one copy of the proposed agreement with the Union Pacific Railroad Company.

Please advise me if this document is acceptable by November 12, 1971, so that it can be placed on the agenda of the Commission Meeting scheduled for November 30, 1971.

The duplicate originals are being sent to Mr. Lindas with this letter, and they should be returned to me with his approval noted thereon for presentation to the Commission.

Please note Exhibit "B" on which I have designated portions of the work to be eligible for Topics Funds with "T" and also summarized same on Page 4.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

12-9-71
cc: R.N. Chase

RECEIVED
OCT 22 1971
FILING

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

30-1145
7653

October 21, 1971

Mr. R. L. Porter, Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Enclosed please find The City of Pendleton's check in the amount of $75,000.00 as its initial payment for participation in construction of the Emigrant-Frazer Couplet as called for in the agreement entered into by the city and Oregon State Highway Department.

Sincerely,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

RRE/sg

Enclosure

CC: City Recorder
City Engineer

Check handed to Prang
10-22-71

NOTED
F. B. KLABOE

RECEIVED
OCT 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

THE WORLD'S ROUND-UP CITY

10-22-71
REFERRED TO
Cy
By

RECEIVED
SEP 28 1971
FOR FILING

30-11-15
7653

4421

September 27, 1971

Mr. L. James Bergmann
General Attorney
Union Pacific Railroad Company
628 Pittock Block
Portland, Oregon 97205

Dear Mr. Bergmann:

Re: Application to PUC, Emigrant-Frazer (Pendleton)
Couplet Section, Pendleton-John Day Highway
Umatilla County, SXF-571 PUX-810
Your File: 9011-32-7

This is in reply to your letter of September 15 wherein you suggest several modifications of the above-captioned application to the Public Utility Commissioner. I will respond to your numbered paragraphs as they appear in your letter.

(1) We have no objection to revising Paragraph XII, subparagraph (g) under "THINGS TO BE DONE BY STATE" as you suggest.

(2) We understand that the disposition of the existing Standard No. 2 Flashing Light Signals at Emigrant Avenue is presently being considered in an agreement between the City of Pendleton and the Railroad. The sharing of costs with regard to this reinstallation should be a matter handled strictly between the City and Railroad. Therefore, in our opinion, the present wording of subparagraph (e) under "THINGS TO BE DONE BY THE RAILROAD" is adequate.

(3) The same comment pertaining to item (2) above pertains to this item, and therefore we feel the present wording of subparagraph (b) under "THINGS TO BE DONE BY CITY" is adequate.

(4) We have no objection to the addition of the Oregon-Washington Railroad and Navigation Company as an affected party to this proceeding.

(5) We understand the matter of closing the S.W. 5th Street crossing is presently being negotiated between the Railroad and the City, and the State should not be a part of this proceeding.

(6) With regard to the signalization of the S. W. 13th Street crossing, we have the following to offer:

The extension of the Emigrant-Frazer Couplet will reduce the traffic on the 13th Street crossing, since Emigrant will be carrying westbound traffic only. The City will not allow US395 to be routed over 13th Street between Emigrant and Frazer Avenues because school buildings occupy both sides of 13th Street. Therefore, at the City's request, we are changing the route of US395 to follow from the Emigrant Avenue Interchange, north on S.W. 20th Street to S.W. Court Avenue, thence east on Court, across your tracks at the existing signalized crossing, to connect with US30. This new pattern will reduce the desire of traffic to use S.W. 13th Street. Therefore, the disposition of the S.W. 13th Street crossing becomes a matter strictly between the City and Railroad. The State no longer has any interest in this crossing, and this should not be a part of the subject proceeding. Inasmuch as the route described above is the route presently traversed by most of the local traffic, we expect little increase in the traffic volume at the S.W. Court Avenue crossing.

This should supply you with sufficient information to file your answer to the Public Utility Commissioner.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. B. Hardin, Union Pacific Railroad Company
Rudy Enbysk, City of Pendleton
R. L. Porter
Tom Edwards
A. E. Johnson
Jack Sollis
F. L. Hall
F. D. Morgan
H. S. Cox
T. W. Litchfield
H. S. Coulter
M. M. Stump
H. M. Fillmore

TWL:dl:fw srb

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
SAMUEL B. STEWART
ASST. GENERAL SOLICITOR
L. JAMES BERGMANN
JOHN F. WEISSER, JR.
GENERAL ATTORNEYS
ALLARD J. HEITKEMPER
ASST. GENERAL ATTORNEY
CHARLES N. ISAAK
ATTORNEY

628 PITTOCK BLOCK
PORTLAND, OREGON 97205
503 - 227-7771

September 15, 1971

9011-32-7

RECEIVED
SEP 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards

Gentlemen:

A copy of the State Highway Commission's application to alter two grade crossings in the City of Pendleton was received on August 20. Attached is a copy of my letter to the Public Utility Commissioner requesting an additional 20 days within which to file our answer.

As indicated in the attached letter, local officers have agreed to most of the items and proposals in the application, and their recommendations are now being passed to our principals in Omaha for approval. However, we believe that a few of the proposals in the application require clarification. In addition, we believe that there are two matters not included in the application which should be resolved, if at all possible, prior to our filing our answer. Accordingly, would you confirm the acceptability of the following:

(1) In paragraph XII, under the caption "THINGS TO BE DONE BY STATE", we believe that subparagraph (g) should be amended to include a reference to installation of guardrail to protect the warning devices, and suggest the following revision:

Routing
Morgan
Decker
Johnson

RECEIVED
SEP 20 1971
CONSTRUCTION
DIVISION

JPK

> "g) At State expense, install and maintain at each grade crossing, guardrail as necessary to adequately protect each signal installation from damage from motor vehicular traffic, and advance warning signs as required to inform the motoring public of the crossing."

(2) Under the caption "THINGS TO BE DONE BY THE RAILROAD", we believe that subparagraph (e) should be clarified by adding the following underlined phrase at the end:

> "e) Remove the existing PUC Standard No. 2 flashing light signal on Emigrant Avenue and reinstall same at a location mutually acceptable to the Railroad and City, and bear 10% of the cost thereof."

(3) Under the caption "THINGS TO BE DONE BY CITY", we believe that subparagraph (b) should be modified by adding the following underlined phrase at the end:

> "b) Arrange with Railroad for the installation of the PUC Standard No. 2 flashing light signals which will be removed from the Emigrant Avenue grade crossing, bear 90% of the cost of installation at the crossing agreed upon, and store or arrange for the storage of said signals pending reinstallation."

(4) In paragraph VII of the application, we believe that the Oregon-Washington Railroad & Navigation Company should be added as a party affected by the proposed alterations.

(5) We propose to request that the crossing of S. W. 5th Avenue be closed in conjunction with the project.

(6) The project, as proposed, makes no provision for the signalization of the S. W. 13th Avenue crossing. That crossing is one-half block north of Emigrant Avenue and is a part of the Highway 395 route through Pendleton. In our judgment, this crossing will be adversely affected by the additional traffic flow resulting from your proposed project. Therefore, we believe that approval of the project, as proposed in the application, should be conditioned on the installation and maintenance of protective devices at the 13th Avenue crossing, which protective devices are comparable to those to be installed at the Frazer and Emigrant Avenue crossings.

It is also our understanding, however, that the State Highway Commission is studying the possibility of revising the traffic flow, which revision would enable the 13th Avenue crossing to be closed, and that under the circumstances, the State is reluctant to spend any money at this time to make what could prove to be very short-term improvements on the 13th Avenue crossing.

We would not object to the State's taking a reasonable time to study the question of rerouting traffic and to initiate an alternative plan if it is deemed to be feasible after completion of the study. For that reason, it appears that the interests of the Railroad would be adequately protected, and the interests of the State better served, if by letter it was agreed that the crossing of 13th Avenue would be signalized on the same basis as the Emigrant Avenue crossing (i.e., the cost of installation to be borne 90% by the State and 10% by the Railroad, with the Railroad to maintain, at its own expense), unless within three years or such further time as was mutually agreed upon between the State and the Railroad, the State developed an alternative plan acceptable to the Railroad for routing motor vehicular traffic in the area, enabling the closure of said 13th Avenue crossing. A letter agreement, perhaps subsequently incorporated into the formal agreement between the Railroad and the State covering this project, would make it unnecessary for the issue to be raised in this PUC proceeding.

Your prompt consideration and advice with respect to the above items would be appreciated so that we will be able to file our answer in the PUC proceeding within the allowed time as extended.

Very truly yours,

RANDALL B. KESTER

By L. James Bergmann

LJB/nr
Enclosure

cc: Mr. T. W. Litchfield
Mr. Jack L. Sollis

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
LAW DEPARTMENT

RANDALL B. KESTER
GENERAL SOLICITOR
SAMUEL B. STEWART
ASST. GENERAL SOLICITOR
L. JAMES BERGMANN
JOHN F. WEISSER, JR.
GENERAL ATTORNEYS
ALLARD J. HEITKEMPER
ASST. GENERAL ATTORNEY
CHARLES N. ISAAK
ATTORNEY

828 PITTOCK BLOCK
PORTLAND, OREGON 97205
503 - 227-7771

September 15, 1971

9011-32-7

Hon. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: SXF-571 - Application of State Highway Commission to alter two grade crossings in the City of Pendleton

Dear Commissioner O'Scannlain:

This project has been under negotiation between the Railroad and State for several months, and agreement has been reached on most of the items in the application. Nevertheless, there are a few issues yet to be resolved, and we are discussing these with the State and awaiting confirmation of authority from our principals.

The answer of Union Pacific Railroad Company is now required to be filed by September 20. In order to avoid unnecessary additional pleadings, and to avoid a hearing, if possible, it is respectfully requested that our Company be granted an additional 20 days, i.e., until October 11, within which to file our formal answer.

I have discussed the requested extension with Mr. Sollis on behalf of the State, and he has indicated I may advise that he has no objection to the request being granted.

Very truly yours,

RANDALL B. KESTER

By____________________________

LJB/nr

cc: Mr. Jack L. Sollis

RECEIVED
OCT 13 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

3D-1145
7653

September 20, 1971

City of Pendleton
City Hall
Pendleton, Oregon 97801

Attn: Mrs. Marjorie E. Dagwell
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 3973

Gentlemen:

Attached for your records is a fully executed copy of a supplemental cooperative construction-finance agreement pertaining to the installation of sidewalks and right-of-way acquisition for the extension of the one-way couplet system along Emigrant and Frazer Avenues as a portion of the Pendleton-John Day Highway.

We have retained a fully executed copy of this agreement for the Highway Commission files.

Very truly yours,

H. S. Cox
County and City Engineer

By

Mainor C. Holmes
Office Engineer

MCH:ljt

Att.

cc: Floyd Query (conf. agreement attached)

NOTED
FLOYD QUERY

Form E-123

Emigrant - Frazer Couplet

Signing

EIVED
28 1971
R FILING
-1145
7653

September 13, 1971

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Peace E
Swan
Glenn
Kirchfield ✓
Gallagher
Stein

RECEIVED
SEP 22 1971
CONSTRUCTION
DIVISION

F.B. KLABOE

Mr. Scott Coulter
Regional Engineer
La Grande, Oregon

Dear Scott:

Attached to this letter is a list of observations that The City of Pendleton has concerning signing for the proposed Emigrant-Frazer Couplet. We have broken down the observations by category. They are: construction signing, school signing, and general signing.

The signing shown on the plans routes 395 North across S.W. 13th to S.W. Dorion. This cannot be permitted. The City of Pendleton recommends the use of S.W. 20th and S.W. Court Avenues as the route of 395. This routing should be considered temporary if S.W. 20th can be designed to extend to Highway 30. Design capability and construction of S.W. 20th extended should be accomplished within the next three years. What is the status of this design study?

In addition to the signing shown on the plans, The City of Pendleton is greatly concerned with the lack of adequate traffic control at S.W. 20th and Emigrant. It is felt that orderly traffic control to Harris Pine could not be maintained under the present plan. We cannot agree with the attached letter of August 10, 1971 from Mr. Klaboe concerning this intersection.

RECEIVED
SEP 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Sincerely,

Rudy R. Enbysk
City Manager

9-21-71
Olson will send to Rudy via Klaboe
DmH.

ch
Attachment

$250,000±

Rudy wants to know cost of 20th St. Connection as soon as possible.

RECEIVED
COUNTY & CITY SECTION
SEP 22 1971
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Copy to H S Cox
" " F.B. Klaboe
L.E. George

per our discussion please procede Bud - we will work on getting rid of Emigrant-Frazer CpH, but afraid it's useless due to respondence — DmH.

Construction Signing

Stage I. The following streets should have some type of signing which indicate that the street dead ends, located at Emigrant Avenue. The signs could read either dead end or closed to through traffic:

1. S.W. 20th
2. S.W. 19th
3. S.W. 18th
4. S.W. 16th
5. S.W. 15th
6. S.W. 12th
7. S.W. 8th

The plans show that at S.W. 17th, S.W. 16th, S.W. 18th, S.W. 6th, and S.W. 5th traffic will be able to cross S.W. Frazer at these points.

We are in complete agreement with these except that S.W. 16th could be eliminated. However, S.W. 12th and S.W. 7th should be added to this type of signing.

In order to provide orderly traffic movement at S.W. 4th Street, the c island should remain through Stage I construction.

Stage II. The City would recommend that consideration be given to doing Stage II construction in two phases. One phase would be the area from S.W. 4th to S.W. 10th and one phase from S.W. 10th to S.W. 20th.

When S.W. Frazer is being used as a detour street for westbound traffic, temporary lane controls should be installed where Frazer intersects with 395, including all necessary stop signs which have not been shown.

In conjunction with the lane controls, consideration should be given to utilizing either S.W. 20th or S.W. 19th as part of the detour. The following streets should have signs which indicate that they are dead end streets:

1. S.W. 18th
2. S.W. 17th
3. S.W. 16th
4. S.W. 15th
5. S.W. 8th
6. S.W. 7th
7. S.W. 5th

The detour of 395 South has not been shown.

When S.W. 10th is not open for traffic, signs should be placed on either S.W. Court or S.W. Dorion at S.W. 6th directing traffic to S.W. Frazer, then on S.W. Frazer to 395.

Detour for 395 North is not shown. The signing should be on S.W. 20th and S.W. Court Avenue. When S.W. 10th is closed, a detour sign needs to be placed at S.W. Dorion Avenue.

School Signing

The following are changes or additions which should be added to the school signing:

1. Eliminate the school signs shown at S.W. 11th and Frazer. The school where these signs are intended has since relocated.

2. Install overhead school signs with flashing beacons and time clocks at Emigrant and S.W. 12th and on Frazer at S.W. 16th (Refer to letter of December 28, 1970)

3. Install school crossing signs on S.W. Emigrant and S.W. Frazer at S.W. 14th. Paint school crossing on pavement. There will be a good deal of turning movement at S.W. 13th and S.W. 15th which makes these signs necessary.

General Signing

1. 395 North routing cannot use S.W. 13th between Emigrant and Frazer Avenue. Use S.W. 20th and S.W. Court.

2. Are the stop signs on the north side of Emigrant at S.W. 9th, S.W. 7th, and S.W. 8th necessary?

3. Will S.W. 20th be one way or two way? The signing as shown indicates that it is a two way street while at the public hearing it was indicated it would be a one way street.

COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING
SALEM, OREGON 97310

August 10, 1971

Mr. Rudy Enbysk
City Manager
City of Pendleton
City Hall
Pendleton, Oregon 97801

Dear Mr. Enbysk:

In response to your verbal request, our Traffic Section conducted a traffic signal survey at various intersections in the vicinity of the Emigrant Avenue Interchange in Pendleton. I understand our Investigator contacted you during the course of the study.

Traffic volume and accident data for the intersections of Emigrant Avenue with 20th Street, the I-80N ramps, Tutuilla Creek Road and Hailey Avenue were analyzed. With the exception of 20th Street, very few accidents have been reported at any of the intersections studied. Extension of the Emigrant-Frazer Couplet will alter traffic patterns at this intersection and greatly improve traffic operations. Although traffic volumes on Emigrant Avenue are quite high, those on the intersecting streets are quite low. None of the intersections meets the standard warrants for signalization at the present time.

It is believed that signal installations in this area should be postponed until traffic volumes increase or until such previously discussed construction projects as the realignment of Hailey Avenue or the extension of 20th Street have been completed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

/s/ F. B. Klaboe

F. B. Klaboe
Assistant State Highway Engineer

COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING
SALEM, OREGON 97310

December 28, 1970

Mr. Rudy R. Enbysk
City Manager
City Hall
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Representatives of the State Highway Division and Mr. Jim Chaffee, City Engineer, recently made an investigation of school crossing conditions on Emigrant Avenue (US395) in the City of Pendleton. This was in response to a request from Mrs. Lila Fry, 1250 S. W. Goodwin Place.

Although the original request was for traffic signals, it is believed that present volumes on Emigrant Avenue are such that a serious traffic problem would exist if traffic signals were installed. Additional protection is needed at the S. W. 13th and S. W. 15th Street crossings.

It is believed that such additional protection could be provided through the installation of overhead "SCHOOL CROSSING" signs with flashing beacons and time clocks which would permit the beacons to operate only during the hours of school crossings.

The State Highway Division is willing to furnish the signs, flashing beacons and the necessary hardware for mounting this equipment to a span wire, plus the time clocks, if the City of Pendleton would be willing to furnish all other material, make the installation and care for future maintenance and power consumption.

Will you please advise me of the reaction of City officials to the above proposal.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards

RECEIVED
SEP 3 - 1971

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1971

To: MEMO TO FILE

SUBJECT: Footpaths and Bicycle Trails
Emigrant-Frazer (Pendelton)
Couplet Section
Pendleton-John Day Highway
Umatilla County

Sidewalks are included in this project, both sides of the street for the full length except where four blocks were eliminated on the south side of Frazier at the request of the City of Pendleton. This four-block section was eliminated because it is adjacent to the railroad. Continuous bicycle trail and footpath circulation is provided by the sidewalk on the opposite side, therefore satisfying the requirements for such footpaths and bicycle trails.

R. D. Asburry

R. D. Asburry
Asst. Program & Planning Engineer

RDA:jb

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall

PUX 810

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to alter two highway grade crossings over the tracks and right of way of the Union Pacific Railroad Company in the City of Pendleton, Oregon in Umatilla County near the center of Section 10, Township 2 North, Range 32 East, Willamette Meridian.)	APPLICATION S X F ________________

Comes now the Applicant, State Highway Commission, and files its application in the above titled matter. Applicant herein respectfully represents:

I.

That the name and address of the Applicant is the State of Oregon by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this application is made under the authority of ORS 366.205 and ORS 763.030.

III.

That for the proper service and convenience of the traveling public, Applicant proposes to reconstruct a portion of the Pendleton-John Day highway which is presently routed over S.W. Emigrant Avenue to S.W. 4th Street, thence easterly on a couplet composed of S.W. Emigrant and S.W. Frazer Avenues. The

The effect of the proposed project will be to extend westerly the existing one-way couplet from S.W. 4th Street to S.W. 22nd Street, with S.W. Emigrant Avenue carrying westbound traffic and S.W. Frazer Avenue carrying eastbound traffic. This will necessitate the alteration of the existing grade crossings on Emigrant Avenue (Crossing No. 2A-215.23 in the Commissioner's Catalog of Crossings) and Frazer Avenue (Crossing No. 2A-215.39 in the Commissioner's Catalog of Crossings), and for the installation of crossing gates at each crossing to accommodate the revised traffic pattern. The Railroad will also adjust signal and communication lines and reconstruct the crossing surfaces to accommodate the new construction. The Emigrant-Frazer Couplet will cross the Main Line and side tracks of the Union Pacific Railroad Company, as shown on Oregon State Highway Division Drawing No. 9B-9-9 (Sheet 1), titled "P.U.C. Map, Highway Crossing of O.W.R.R. & N. Co. Railroad, Emigrant-Frazer (Pendleton) Couplet Sec., Pendleton-John Day Highway, Umatilla County," dated July, 1971; and Oregon State Highway Division Drawing No. 9B-9-9 (Sheet 2), titled "P.U.C. Profile, Highway Crossing of O.W.R.R. & N. Co. Railroad, Emigrant-Frazer (Pendleton) Couplet Sec., Pendleton-John Day Highway, Umatilla County," dated July, 1971, said drawings marked Exhibit "A" and "B", respectively, as referenced hereto are made a part hereof. The Railroad, City of Pendleton and the State will share the expenses required by this construction as hereinafter set forth.

IV.

That the construction of over passes or under passes across the railroad tracks is not economically justified.

V.

That the 1970 average daily traffic at the existing Emigrant Avenue grade crossing was 11,200 vehicles and is predicted to increase to 20,000 by 1990. That at the site of the proposed grade crossing, there is an average of 18 through train movements per day at a maximum speed of 20 miles per hour, and 10 switching movements per day at a maximum speed of 10 miles per hour.

VI.

That at the point of the altered grade crossings, Emigrant and Frazer Avenues will be reconstructed to a 44-foot width with curbs, gutters and sidewalks on each side of the street. This will provide two 12-foot traffic lanes and 10-foot parking lanes on each street.

The centerline of Emigrant Avenue and the Railroad's Main Line intersect at Highway Station 29+62.13 = Railroad Station 2664+42.60. The alignments of both railroad and Emigrant Avenue at the point of intersection are tangent and intersect at an angle of 33° 48' 45" in the East quadrant. Emigrant Avenue will approach the railroad from the East on an ascending grade of 2.600%, descend across the railroad on a grade of 1.1600%, and descend to the West on a grade of 5.3120%.

The centerline of Frazer Avenue and the Railroad's Main Line intersect at Highway Station 37+19.62 point on tangent equals Railroad Station 2655+75.80 point on curve. The alignment of

Frazer Avenue is tangent and the alignment of the Railroad is curved at the point of intersection. The centerline of Frazer Avenue and the tangent to the railroad curve at the point of intersection form an angle of 15° 30' 55" in the East quadrant. Frazer Avenue will approach the railroad from the West on an ascending grade of 2.0833%, cross the railroad on a level grade, and descend to the East on a grade of 0.850%.

VII.

That the agencies affected by the alteration of these grade crossings are the Union Pacific Railroad Company and the City of Pendleton.

VIII.

That this is a cooperative project and will be financed jointly by the City of Pendleton, the Union Pacific Railroad Company and the State Highway Division.

IX.

That the sight distances approaching the proposed crossing are as follows:

From a Point on Emigrant Avenue 300 feet Easterly from the Crossing (Point B)

Easterly	358 feet
Westerly	325 feet

From a Point on Emigrant Avenue 50 feet Easterly of the proposed Crossing (Point A)

Easterly	900 feet
Westerly	1400 feet

From a Point on Frazer Ave. 300 feet Westerly of the Crossing (Point C)

Easterly	1400 feet
Westerly	185 feet

From a Point on Frazer Ave. 50 feet Westerly of the Crossing (Point D)

Easterly	1400 feet
Westerly	1500 feet

From a Point on S.W. 9th St. 50 feet Westerly of the proposed Crossing (Point E)

Easterly	1400 feet
Westerly	1500 feet

X.

That the Applicant proposes, for the purpose of protecting traffic on the Emigrant Avenue crossing, there be installed two Public Utility Commissioner's Standard No. 4 automatic gates equipped with auxilliary flashing light signals, gongs, predictors and signs stating "TWO TRACKS" on the easterly side of the tracks, and that the cost of the installation of same be borne 90% by the State and City and 10% by the Railroad. Cost of maintenance of the signals should be borne by the Railroad.

That the Applicant proposes, for the purpose of protecting traffic across the Frazer Avenue crossing, there be installed on the westerly side of the tracks three PUC Standard No. 4 automatic gates equipped with auxilliary flashing light signals, gongs, predictors and signs stating "TWO TRACKS". Two of the gates are to be installed normal to the Frazer Avenue and one installed normal to 9th Street. The cost of installation of same should be borne 90% by State and City and 10% by the Railroad. The cost of maintenance of the signals should be borne by the Railroad.

XI.

That the proposed construction is near the center of Section 10, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon.

XII.

That the Applicant proposes the construction and maintenance and the cost thereof to be borne as follows:

THINGS TO BE DONE BY STATE:

a) Prepare plans and reconstruct the portion of the

Pendleton-John Day highway now routed over Emigrant Avenue to form a one-way couplet using Emigrant and Frazer Avenues as shown on said Exhibits "A" and "B".

b) Bear with City 100% of the cost of construction of the highway.

c) Bear with City 90% of the cost of the installation of PUC Standard No. 4 automatic gates equipped with auxilliary flashing light signals, gongs, predictors and "TWO TRACKS" signs at each of the grade crossings.

d) Bear with City 90% of the cost of the removal of the existing PUC Standard No. 2 flashing light signals at the existing Emigrant Avenue crossing.

e) Bear with City 100% of the cost of reconstructing the existing Emigrant Avenue crossing to a width, when measured along the center line of the track, of 100 feet, including sidewalks on each side of the street.

f) Bear with City 50% of the cost of reconstructing the Frazer Avenue crossing to a width, when measured along the center line of the tracks, of 190 feet, including sidewalks on each side of the street.

g) At State expense, install and maintain such advance warning signs as are required at each grade crossing.

h) At State expense, maintain the surfaces of Emigrant and Frazer Avenues and other highway facilities upon the completion of construction.

i) Reimburse the Railroad for 100% of the cost of adjusting signal and communication lines at the Emigrant Avenue crossing, and for 50% of the cost of adjusting signal and communication lines at the Frazer Avenue crossing.

THINGS TO BE DONE BY THE RAILROAD:

a) Furnish and install two Commissioner's Standard No. 4 automatic gate signals equipped with gongs, flashing lights, predictors and "TWO TRACKS" signs which shall be placed at appropriate locations along Emigrant Avenue easterly of the railroad tracks, and bear 10% of the cost thereof.

b) Furnish and install three Commissioner's Standard No. 4 automatic gate signals equipped with gongs, flashing lights, predictors and "TWO TRACKS" signs which shall be placed at appropriate locations along Frazer Avenue and 9th Street on the westerly side of the tracks, and bear 10% of the cost thereof.

c) Subject to reimbursement by the State, rearrange signal and communication lines as required to accommodate the new Emigrant Avenue crossing.

d) Rearrange signal and communication lines as required to accommodate the widened Frazer Avenue crossing, and bear 50% of the cost thereof.

e) Remove the existing PUC Standard No. 2 flashing light signals on Emigrant Avenue and re-intall same at a location mutually acceptable to the Railroad and City.

f) Subject to reimbursement by the State, install a gumwood plank crossing in Emigrant Avenue for a width, when measured along the center line of track of 100 feet.

g) Install a gumwood plank crossing in Frazer Avenue for a width, when measured along the center line of track, of 190 feet and bear 50% of the cost thereof.

h) Subject to reimbursement by the State, provide such watchmen and flagmen as are required to protect traffic on the railroad during the period of construction of the crossings.

i) Maintain the railroad tracks, ties, ballast, gumwood plank crossings, automatic gate signals and other railroad facilities after construction of the crossings and bear the entire cost thereof.

THINGS TO BE DONE BY CITY:

a) Reimburse the State for 25% of the cost of the entire project.

b) Arrange with railroad for the installation of the PUC Standard No. 2 flashing light signals which will be removed from the Emigrant Avenue grade crossing.

WHEREFORE, Applicant prays for an Order authorizing said construction and an allocation of costs thereof, in accordance herewith, and for such other Order or Orders as may be proper in the premises.

DATED at Salem, Oregon this 23rd day of August, 1971.

STATE OF OREGON, by and through
Its State Highway Commission

L. I. LINDAS
Assistant Attorney General & Counsel
for the State Highway Commission

By /s/ Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
) ss.
County of Marion)

I, Tom Edwards, being first duly sworn, say that I am the

Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

/s/ Tom Edwards
TOM EDWARDS

Subscribed and sworn to before me this 23rd day of August, 1971.

/s/ Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

/s/ Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

RECEIVED
AUG 24 1971
FOR FILING

30-1145

7653

August 20, 1971

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

4332

Dear Mr. Enbysk:

Re: Rubber Grade Crossings, Emigrant-Frazer (Pendleton) Couplet Section, Pendleton-John Day Highway
Umatilla County

In your letter of June 25, you requested we investigate the feasibility of installing rubber grade crossings on the Emigrant-Frazer Street crossing in connection with this project.

We asked the Union Pacific Railroad Company to review their experience with such crossings and advise us of their findings. They advise that their crossings on U.S. Highway 30 west of North Platte, Nebraska and Highway K-18 near Junction City, Kansas, both were constructed with molded rubber crossings manufactured by the Goodyear Tire and Rubber Company. They were installed in 1958 and have been subjected to extremely heavy, high-speed vehicular traffic.

These two crossings were evaluated in 1968 and their condition was found to be satisfactory and was expected to remain so for a number of years. They also determined that full-depth prefabricated, treated, gumwood crossings installed at other locations with similar traffic conditions stood up equally well.

The cost of the gumwood crossings is presently about $18 per track foot, while the latest cost available for the rubber crossings manufactured by Goodyear is $123.56 per track foot, f.o.b. St. Marys, Ohio.

The Railroad has advised that they have no objection to installing rubber crossings if the State is willing to bear the entire cost. However, the cost appears to be too high to consider for this location.

Therefore, we will request the Railroad to install prefabricated gumwood crossings at the Emigrant and Frazer Street crossings.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
H. S. Cox
F. L. Hall
T. W. Litchfield
H. S. Coulter

TWL:dl srb

NOTED
F. B. KLABOE

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P.O. Box 8979
PORTLAND, OREGON
97208

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 10 1971
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

August 5, 1971

D 9031 - 32 - 1

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: Mr. T. W. Litchfield
Railroad and Utility Engineer

Dear Sir:

Emigrant - Frazer (Pendleton) Couplet Section
Pendleton - John Day Highway

Mr. Litchfield of your office made inquiry on or about June 24 as to the possibility of installing moulded rubber crossings at the main line grade crossings in S. W. Emigrant Street and S. W. Frazer Street, Pendleton, Oregon, in connection with the above captioned State project.

In 1958 we installed moulded rubber crossings manufactured by Goodyear Tire and Rubber Company at the intersection of our tracks and U. S. Highway No. 30 west of North Platte, Nebraska, and Highway K-18 near Junction City, Kansas. Both of these crossings are subjected to extremely heavy and high speed vehicular traffic.

Evaluation of the moulded rubber crossings in 1968 determined their condition to be satisfactory after approximately ten years of service and it appeared they would remain so for quite a number of years. Further evaluation

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson

RECEIVED
AUG 12 1971
CONSTRUCTION DIVISION

Pease
Swan
Glenn
Litchfield
Gallagher
Stein

determined, however, that the full depth prefabricated treated gum-wood crossings installed at other locations with similar traffic conditions stood up equally well.

The cost of the gum-wood crossing is presently about $18.00 a track foot while the latest cost available for the rubber crossings manufactured by Goodyear is $123.56 a track foot f.o.b. St. Marys, Ohio. These figures do not include the cost of installation, rehabilitation of the track through the crossing, respacing of ties, etc., which is considered to be approximately the same for both types. As a result of this difference in cost, we have adopted the use of the full depth treated gum-wood crossing at the intersection of our main tracks and many primary road crossings.

We have no objection to the installation of the rubber crossings at the two Pendleton grade crossings, providing the State assumes the entire cost. In the event you wish to give this proposal further consideration, please advise and I will endeavor to furnish cost estimate to furnish and install the rubber crossings.

Yours very truly,

RBH

R. B. Hardin
Superintendent

Copy to FB KLABOE

RECEIVED
AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971

30-1145
7653

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

STATE OF OREGON 1859

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
GEORGE L. HIBBARD, Vice Chairman
JOHN P. AMACHER, Member
DAN CALLAGHAN, Member
PAT METKE, Member
JOHN W. McKEAN
State Game Director

August 4, 1971

Hall
A. Olson
Wills
Hackleman
Carstensen
Kayes
Terpin

RECEIVED
AUG - 9 1971
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We have reviewed the prospectuses for several projects sent with your letter of July 27, 1971. The subject projects are as follows:

1. Thornberry-Lamborn County Road Section Sherman Highway, Sherman County
2. Emigrant-Frazer Couplet Section, Pendleton-John Day Highway, Umatilla County
3. Hermiston-Stanfield Junction Section, Umatilla-Stanfield Highway, Umatilla County
4. Addendum "A," Pieper Canyon Rd.-Bunker Hill Road Section, Heppner Highway, Morrow County

There will be no conflict with wildlife resources as a result of these projects and they are approved.

We appreciate the opportunity to offer comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

c's sent 8-9-71
B. Klaboe
. H. Young
V. J. Hart (4)
C. G. Swenson
F. E. Terpin (4)
W. H. Tebeau
H. S. Coulter (6)
. F. Putnam (2)

RECEIVED
AUG 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Pendleton

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1971

SUBJECT:
Description
Emigrant-Frazer
(Pendleton) Couplet
Section
Pendleton-John Day Highway
Umatilla County

To: H.W. Snell
Right of Way Supervisor
Region V

Attached you will find one revised description in quintuplet covering as easement for Right of Way to be acquired in connection with Emigrant-Frazer (Pendleton) Couplet Section of the Pendleton-John Day Highway in Umatilla County.

The area of this easment has been reduced. This was request by the Railroad.

Enclosed for your information is a copy of the Revision Request. We are attaching three prints of a section of map 8B-19-7 covering this area and bearing our date of 7-23-71.

File No.	Name	Area
45756	O.W.R. & N. Co.	21,700 sq. ft.

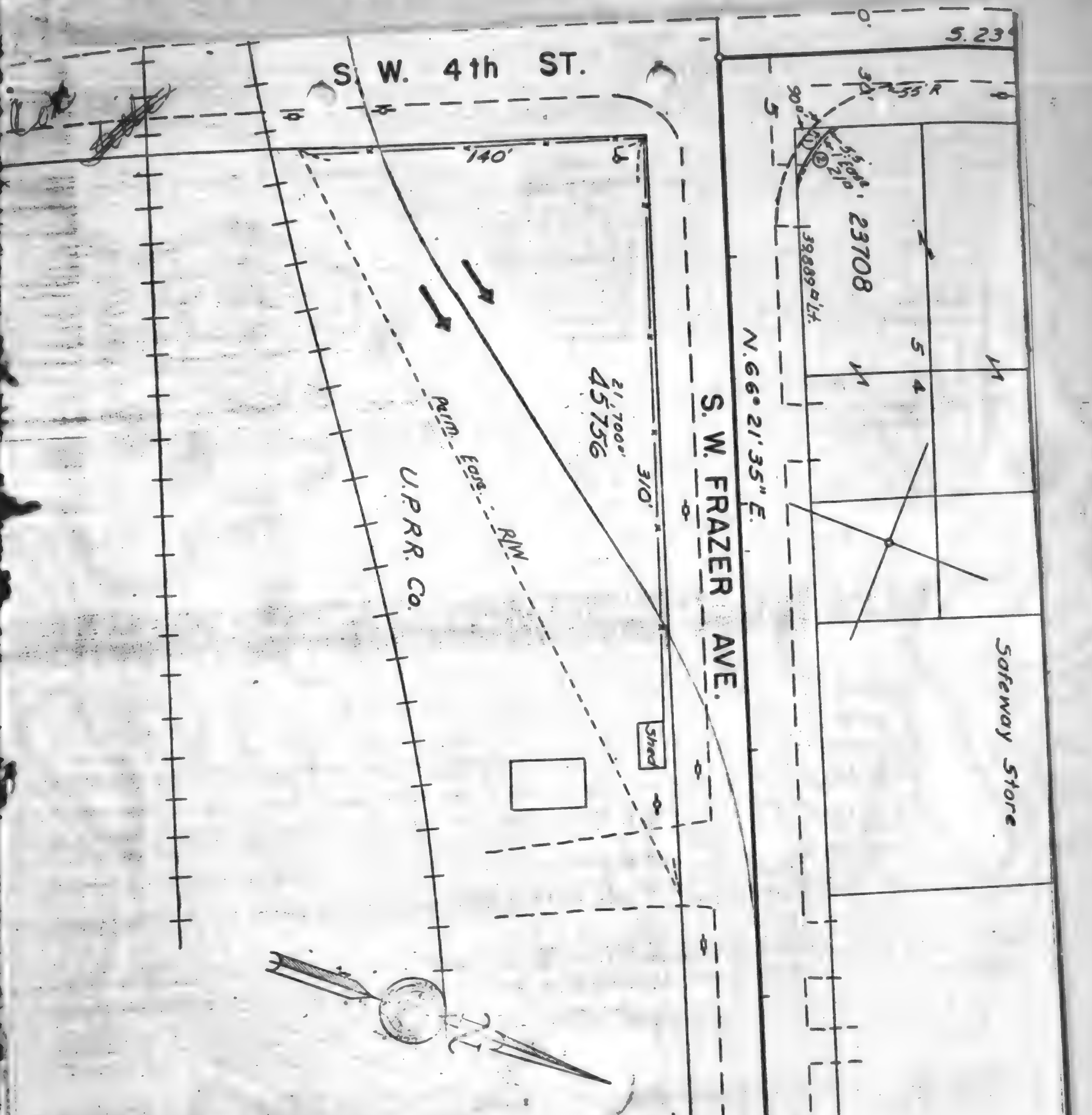
EARL F. SALING
Right of Way Office Mgr.

AC:jg
Enc: description

cc: H.S. Coulter-3 prints
H.S. Cox -1 letter,1 map. ✓

RECEIVED
COUNTY & CITY SECTION
AUG 3 - 1971
☑ ENGR. ☑ COOR. ☑ [illegible] ☐ AE ☐ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

SP*52479-734


S. W. 4th ST.
140'
S.23°
30'
55 R
90°
5
23708
39889 Lt.
21,700'
45756
310'
N.66°21'35" E.
S. W. FRAZER AVE.
Perm. Eas.
R/W
U.P.R.R. Co.
Shed
5
4
Safeway Store
10
60'

JUL 23 1971

RECEIVED
AUG 26 1971
FOR FILING
1859
30-71145
7653

8-13-71

JUL 28 1971 RECEIVED
FISH COMMISSION
__Director______
__Asst. Director______
__Fiscal Officer______
__Spec. Asst.______
__Auditor______
__Licenses______
__Fish Culture______
__Research______
__[illegible] Carnegie
__[illegible]______
__Info-Ed.______
__Surname______

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 27, 1971

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

Attached are the following prospectuses for location surveys proposed by the Oregon State Highway Division. These are forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963:

Thornberry-Lamborn County Road Section No Fish
Sherman Highway, Sherman County

~~Emigrant-Frazer Couplet Section, Pendleton-~~ No Stream
John Day Highway, Umatilla County

Hermiston-Stanfield Junction Section, Umatilla- No stream - canals
Stanfield Highway, Umatilla County

Addendum "A", Pieper Canyon Rd-Bunker Hill Willow Cr. trib. cross. on east side of R.R.
Rd Section, Heppner Highway, Morrow County

cc's sent 8-18-71

F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
F. E. Terpin (4)
W. H. Tebeau
H. S. Coulter (6)
J. F. Putnam (2)

SHR 8-13-71

Very truly yours,

R. L. Porter
State Highway Engineer

By Frank L. Hall
Frank L. Hall
Design Engineer

Dear Frank,
We anticipate no fishery conflicts + projects are approved.
Burt Carnegie

Attach.

RECEIVED
JUL 29 1971
FOR FILING

30-1145
7653

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1971

SUBJECT: Supplemental Agreement Draft
4th Street-23rd Street Section
Pendleton-John Day Highway, No. 28
City of Pendleton
(original agreement 6/2/70)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached hereto for your consideration is a suggested draft, in letter form, of a Supplemental Cooperative Construction-Finance Agreement providing for sidewalks to be constructed as a part of the Emigrant-Frazer Couplet project in Pendleton.

This agreement stipulates that the City is to be responsible for obtaining any slope easements or right-of-way that may be required for construction of the sidewalks.

Please study the draft and, if you approve, forward to the Design Section for their review, comments and return to this office for preparation in final form.

Mainor C. Holmes
Mainor C. Holmes
Office Engineer
County and City Section

MCH:lat
Att.

RECEIVED
JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Ret'd to
Cox
7-29-71

NOTED
F. B. KLABOE

SP*32675-794

30-1145 Emigrant-Frazier (Pendleton) Sec. 1971
of Pendleton-John Day Hwy.
#7653 (Grad., paving, signing) #1

C & A 3973 - 9-20-71
R.R. 736 - 8-23-72

RECEIVED
JUN 30 1971
FOR FILING

30-1145
7653

June 29, 1971

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Thank you for your recent letter concerning the discussion we had about the Emigrant-Frazer couplet. All six points are correct. After I have had an opportunity to analyze points 1, 2 and 3, I will communicate further with you. We hope that you will be able to provide us as soon as possible the locations of the sidewalk improvements discussed under item 4.

We will also take bids on the curb and gutter work by the unit price method so that you can adequately determine the cost to the adjoining property owners.

If you desire us to include any storm drainage or railroad grade crossing work as part of our contract, please advise us in the near future so that we can include them.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall - Att. (Items 1, 4, 5, & 6)
L. E. George - Att. (Item 2)
T. W. Litchfield - Att. (Item 3)
H. S. Coulter - Att.
H. S. Cox

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

June 25, 1971

Mr. Fred Klaboe
Oregon State Highway Department
Salem, Oregon

Dear Mr. Klaboe:

Jim Chaffee and I certainly appreciate the time you provided us to discuss highway and street related problems in Pendleton while at your office last Monday.

This letter will summarize our understanding of these discussions. If we are in error, please advise.

Hall

1. The Oregon State Highway Department is presently studying the feasibility of extending S. W. 20th Street to Southgate (Highway 30) as a new routing of Highway 395 traffic. As soon as this study is completed the city will be provided a copy of the results and recommendations.

George

2. The Oregon State Highway Department will, as soon as possible, undertake a study to determine the feasibility of traffic light controls on Emigrant Street in the vicinity of the Emigrant Street interchange to more adequately provide ingress for left turn movement from the freeway off ramps as well as S. W. Hailey and S. W. 20th Streets. The city will be consulted during this study.

Litchfield

3. The Oregon State Highway Department will discuss the feasibility of utilizing rubber railroad crossing pads on the Emigrant and Frazer Street grade crossings with Union Pacific in lieu of the present planking which deteriates rapidly causing public inconvience and complaint.

Hall

4. The Oregon State Highway Department will participate 75% in the cost of all sidewalk improvement necessary as a part of the Emigrant Frazer couplet project whether the sidewalks presently exist or not. Our City Engineer, Jim Chaffee, will immediately forward to you a map illustrating where sidewalk work will be necessary that do not presently exist.

Hall

5. All curb and gutter work on Emigrant and Frazer will be unit priced in the Oregon State Highway Department's call for bid so the city can adequately determine the costs for any portion of its cost share to be financed by property owners through local improvement district procedures.

REFERRED TO

By Asst. State Hwy. Engr.

Hall

6. Any storm drainage or railroad grade casing work desired by the city, not a part of the Emigrant Frazer couplet agreement, can be included as a part of the contract bid letting, if the city is prepared to proceed financially prior to the bid call. The understanding of course is that the Oregon State Highway Department will not share in any of these costs and that the City Engineer will immediately provide you with the necessary details of such work desired to be included in the call for bids.

Your assistance and cooperation in these matters is appreciated.

Sincerely yours,

Rudy R. Enbysk

Rudy R. Enbysk
City Manager

CC: Jim Chaffee

sg

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 23 1971
FOR FILING

June 21, 1971

MEMO TO THE FILE

30-1145
7653

Re: Expenditure of State Funds
City of Pendleton
Water Line Adjustments
Emigrant-Frazier Couplet
Pendleton-John Day Highway
Umatilla County

NOTED
A. E. JOHNSON

The construction of the above captioned project requires the adjustment of various City-owned utilities. There is an agreement approved by the Oregon State Highway Commission on June 2, 1970, providing, among other things, that the State shall reimburse the City for 75% of the actual cost incurred by the City in relocating or extending any City-owned utilities located within City streets or on City-owned property.

In accordance with this agreement, an estimate for the City's work was submitted to this office by Mr. H. M. Fillmore on January 29, 1971 and totaled $11,731.92. The State's share of this estimate was $8,798.94, and the City's share $2,932.98. The City was authorized to proceed with this work on February 1, 1971, and this authorization was confirmed in writing by my letter to the City dated February 11, 1971.

The reason for this advance authorization was that the City was installing a new water main on Frazier Street and wished to make the adjustment of fire hydrants, valves and services to conform to the proposed project at that time while work was being performed on the new water main. The authorization, on February 1, was contingent upon the outcome of the corridor-design hearing and any work performed, which would not be eligible as a result of the hearing, would not be reimbursed. On this basis, the City began work on February 9, 1971.

On June 18, 1971, Mr. F. D. Morgan requested that I discuss this procedure with Mr. F. B. Klaboe to assure that it was the policy of the department to proceed with this type of work on this basis. I discussed this with Mr. Klaboe and he advised that since the project was authorized by the agreement between the City and State, the adjustment of the City-owned utilities was in conformance with the agreement and further approval of the Highway Commission of this specific work was not required. It is my understanding that this policy of the department will be followed on all utility adjustments in the future. This is not a deviation from the existing policy, but merely a restatement of an existing policy which we have been following for approximately ten years.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: F. B. Klaboe
A. E. Johnson
H. S. Cox

cy to Morgan 6-23-71

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
JUN [illegible] 1971
[illegible]

United States Department of the Interior
NATIONAL PARK SERVICE
920 N. E. 7th Avenue
Portland, Oregon 97232

IN REPLY REFER TO:
30-1145
7653

REFERRED TO Adams
BY SECRETARY

June 11, 1971

Keahoe
Young
6-15-71

Mr. Floyd Query
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

Your notice of informal informational corridor-design sessions and description of the following projects have been reviewed:

1. Emigrant-Frazer Couplet
   Pendleton-John Day Highway
   Umatilla County

2. Pleasant Valley-Green Timber Rd. Sec.
   Oregon Coast Highway, Tillamook County

We have no comments on these projects.

Sincerely yours,

Daniel F. Burroughs
Daniel F. Burroughs
Chief, Portland Field Office

RECEIVED
JUN 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOT[illegible]
F. B. [illegible]

RECEIVED
JUN 14 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED
MAY 26 1971
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 PHONE 378-6511

30-1145
7653

May 24, 1971

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

RE: Grade Crossing Signal Installation
Emigrant-Frazer (Pendleton) Couplet Section
Pendleton-John Day Highway
Umatilla County
YOUR FILE: D 9031-32-1

Gentlemen:

In reply to your letter dated April 29, 1971, concerning this subject, I wish to advise that the State is willing to share the cost of crossing renewal and pole line rearrangement as set forth in the second paragraph of your letter. We are also agreeable to sharing the cost of installing automatic gates at the two grade crossings as set forth in the third paragraph of your letter.

With regard to your proposed installation at S. W. 9th Street and Frazer Avenue, we would prefer the installation of a third gate normal to 9th Street which will prevent traffic from entering Frazer when a train is approaching or occupying the crossing, rather than installing an overhead highway traffic signal facing 9th Street.

The revision of the proposed parcel of your property at S. W. 4th and Frazer, as discussed with your Mr. Scanlon on May 14, 1971, has been referred to our Design Section which is now in the process of rewriting the description for our Right of Way File No. 45756. This material will be submitted to the City for their use in their dealings with you as soon as it is prepared.

It appears that you have all the information required to prepare a construction agreement for this project. Bids are to be opened for this project on September 30, 1971. It would be appreciated if we could have an agreement in our hands by August 16, 1971 so that our project may proceed without delay. Your cooperation in helping us meet this deadline will be very much appreciated.

Application to the Public Utility Commissioner will be made in due course.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:fw

cc: F. B. Klaboe - w/copy of UPRR letter
L. H. Young "
F. B. Crandall "
F. L. Hall - w/copy of UPRR letter and UPRR Drwg. No. D-4208 dated 5-13-71
H. S. Cox - w/copy of UPRR letter
H. S. Coulter "
H. M. Fillmore "

RECEIVED
MAY 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

April 29, 1971

D 9031-32-1

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utilities Engineer

Re: Emigrant-Frazer Couplet, Pendleton-John Day Highway, Umatilla County

Dear Sir:

Referring to your letters of September 2, 1970, and March 12, 1971, in connection with the above captioned project.

In line with conversation between this office and Mr. Litchfield it is proposed that the state will bear the full expense of renewing and extending the existing Emigrant Avenue crossings, including cost of rearranging the railroad signal and communication pole lines, in order to accommodate the widened street section. The costs of crossing renewal, extension and pole line rearrangement at S. W. Frazer would be divided as follows: the railroad will pay for renewing the existing crossings and the state will pay for necessary crossing extensions. Cost of pole line rearrangement would be apportioned on the same percentage.

Additionally, it is proposed that the cost of automatic signal protection, consisting of automatic gates, at both crossings be apportioned 10% railroad and 90% state with the railroad to maintain the signals at its expense. The automatic gates will be installed normal to Emigrant and Frazer Avenues. This will present a problem of restricting access from S.W. 9th Street to Frazer Avenue when the automatic gates are in operation, account gate installation on Frazer being west of S.W. 9th Street. Will you please consider the possibility of the state or city installing an overhead highway traffic signal at S.W. 9th and Frazer, tied into and activated simultaneously with gate operation.

Please advise if the cost sharing stated above is satisfactory and furnish construction plans when available.

Yours very truly,

RBHardin

R. B. Hardin

Copies to: FB Klaboe
FB Crandall
HS Cox

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
RECEIVED
MAY 4 1971
CONSTRUCTION DIVISION
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

OSAL

	Total	Railroad	City	State	Federal	Comments	Topics Fund	Bond Project
	$ 420.00	$ 210.00	$ 210.00					
	$ 99.40		$ 99.40					
	$ 41.40		$ 41.40					
	3,280.00	$1,640.00	$1,640.00					
	$ 350.00	$ 175.00	$ 175.00					
	$4,450.00	$2,225.00	$2,225.00					
	2,620.80	(4,542) $ 3,250.00	$5,970.80	$5,850.00	$17,550.00	Topics	$29,250.00	
	$30,670.00	(4,564) $15,335.00	$3,833.75	$11,501.25		Couplet Pro 75 State 25 City		$15,335.00
	$39,075.00	(4,843) $ 3,905.50	$7,049.90	$ 7,029.90	$21,089.70	Topics	$35,149.50	
	$17,389.80	(2,337) $ 1,724.00	$3,253.00	$ 3,103.20	$ 9,309.60	Topics	$15,516.00	
	$ 25.00		$ 25.00					
	$ 50.00		$ 50.00					
	$ 121.40		$121.40					
	$ 189.40		$189.40					
	$ 50.00		$ 50.00					
	* $30,759.20	(4411) $15,335.00	$3,922.95	$11,501.25		Couplet Pro. 75 State 25 City		$15,335.00
	$ 104.40		$104.40					
	$ 179.40		$179.40					
	$ 40.00		$ 40.00					
) .00	$159,915.20	(24,9[illegible]) $43,[illegible]	$23,280.80	$38,985.60	[illegible],949.30		$79,915.50	$30,670.00

RECEIVED
COUNTY & CITY SECTION
MAY 5 1971

COMPROMISE PROPOS

Location	Guard Rail	R/W Acquisition	Utilities	Access Road	Lighting	Misc. Painting	Signals
S. W. 5th	$ 420.00				$ 29.40	$ 70.00	
S. W. 6th					$ 41.40		
S. W. 7th							
S. E. 4th	$ 280.00	$2,500.00		$ 500.00			
S.E. 13th	$ 350.00						
S.E. 16th	$2,600.00		$ 650.00	$1,200.00	$ 70.80	$ 50.00	(45,420.00) $32,500.00
S.W. 13th							(45,640.00) $30,670.00
S. W. Emigrant						$ 20.00	(48,430.00) $39,055.00
S. Main					$ 79.80	$ 70.00	(23,370.00) $17,240.00
S. E. Court Pl.						$ 25.00	
S. W. Court Ave.						$ 50.00	
S. W. Court Spur							
S. W. Dorion Spur					$ 41.40	$ 80.00	
S.E. 17th					$119.40	$ 70.00	
S.E. 10th						$ 50.00	
S.W. 10th NPRR					$ 19.20	$ 70.00	(24,110.00 $30,670.0
S.W. Frazer					$ 29.40	$ 75.00	
S. W. 4th					$119.40	$ 60.00	
S. E. 3rd						$ 40.00	
S.E. Frazer & 2nd Spur							
S. E. 3rd& Frazer Spur							
S.W. 6th & Emigrant Spur							
S.E. Emigrant & 5th							206,9
Total	$3,650.00	$2,500.00	$650.00	$1,700.00	$550.20	$730.00	$150,

Agenda

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Emigrant-Frazer (Pendleton) Couplet Section of the Pendleton-John Day Highway in Umatilla County, and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, under the direction of the State Highway Commission a public hearing was held in the City of Pendleton on March 9, 1971, to present the Engineer's route location and highway design and considerations bearing on the same, and to record the views of members of the public in connection therewith; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer; the transcript of the testimony given at the public hearing; the views given by various governmental agencies, officials and advisory groups affected by the highway route location and highway design; and also of the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Emigrant-Frazer (Pendleton) Couplet Section of the Pendleton-John Day Highway in Umatilla County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the route location and highway design as shown on the Engineer's map of the Emigrant-Frazer (Pendleton) Couplet Section of the Pendleton-John Day Highway beginning at Highway Engineer's Station 1+91.1 just north of I-80N and extending in an easterly direction to Highway Engineer's Station 49+13 at the intersection of S. W. Emigrant Avenue and S. W. 4th Street and also to Highway Engineer's Station 53+50 on S. W. Frazer Avenue between S. W. 4th and S. W. 2nd Streets in the City of Pendleton, which map for identification purposes bears Survey Design Approval Map File No. 1R-4-479 and the date of April, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

May 4, 1971

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction or improvement of said highway section. This approval and adoption shall also constitute authority for the Right of Way Section to proceed promptly with acquisition of the necessary rights of way pursuant to the route location and highway design approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 4th day of May, 1971, as "Highway Corridor and Design Resolution No. 396."

RECEIVED
APR 14 1971

30-1145
7653

April 13, 1971

Oregon State Highway Commission

Gentlemen:

The survey on the Emigrant-Frazier couplet in Pendleton, which is a section of the Pendleton-John Day Highway, has been completed.

A combination corridor-design hearing was held on March 9, 1971, with generally favorable comments.

This is not a Federal-aid project, but by agreement with the City of Pendleton, it will be funded on a 75 percent State-25 percent City basis. The State's estimated share is $795,000 and the City's share is $265,000.

Your approval of the project is recommended and authority to acquire right-of-way is requested. The matter will be on the agenda for the May 6 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

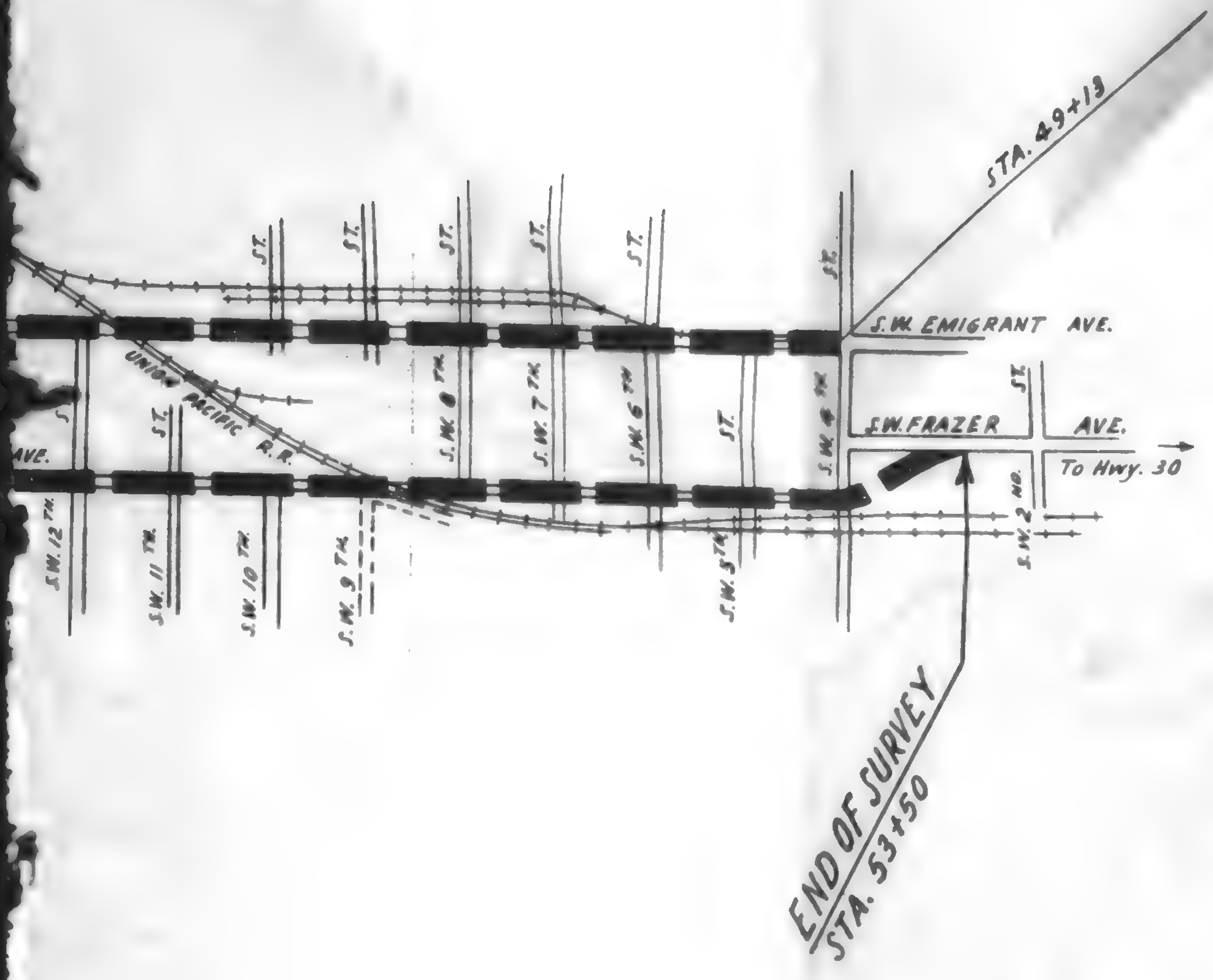
RLP:fa

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
F. D. Morgan
H. S. Cox
H. S. Coulter

See Summary
J15

DRG. NO. 1R-4-479

T. 2'N., R. 32 E., W.M.


STA. 49+13
S.W. EMIGRANT AVE.
S.W. FRAZER AVE.
To Hwy. 30
UNION PACIFIC R.R.
ST.
ST.
ST.
ST.
ST.
ST.
ST.
ST.
ST.
AVE.
S.W. 12TH
S.W. 11 TH.
S.W. 10 TH.
S.W. 9 TH.
S.W. 8 TH.
S.W. 7 TH.
S.W. 6 TH.
S.W. 5 TH.
S.W. 4 TH.
S.W. 2 ND.
END OF SURVEY
STA. 53+50

HEARING	3-9-71
ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
HWAY RESOLUTION ADOPTED	None Required
ONTROL	None

OVED: Apr. 8, 1971

Tom Edwards
DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY DESIGN APPROVAL MAP

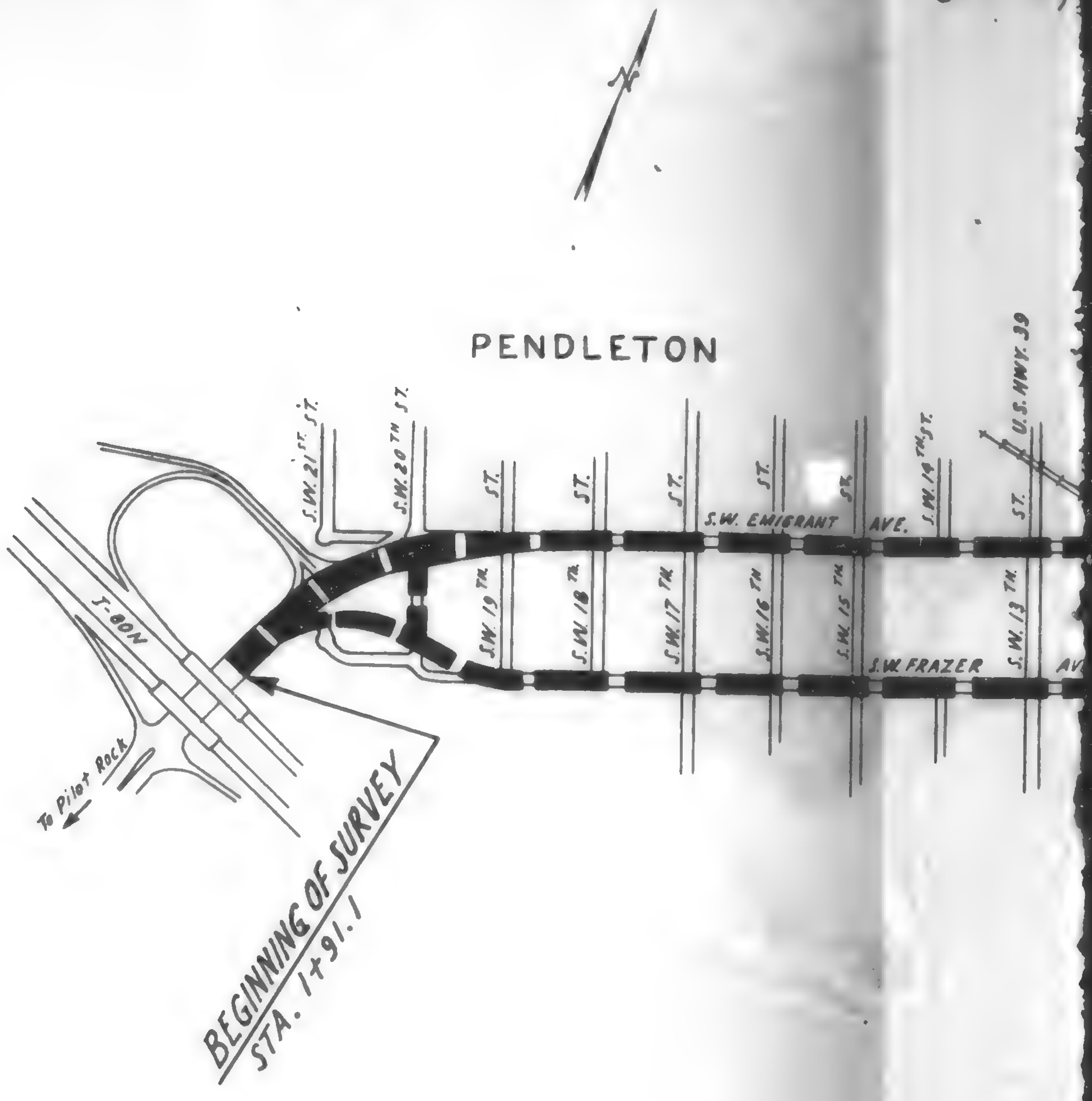
EMIGRANT ~ FRAZER (PENDLETON) COUPLET

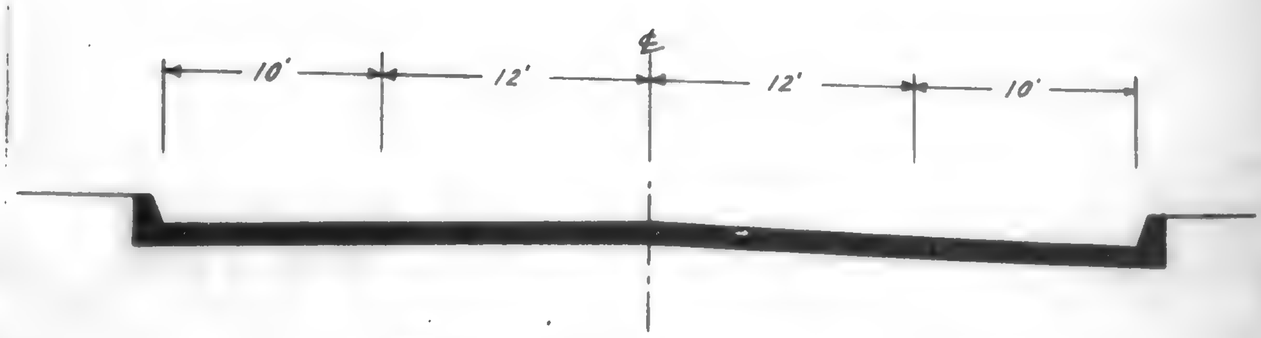
PENDLETON – JOHN DAY HIGHWAY
UMATILLA COUNTY

DRG. NO. 1R-4-479

SCALE: 1" = 560' ±
DATE: April, 1971
FOR DETAILS SEE DRG. NO.
1A-20-5, 8B-19-7

Sec. 10,


N
PENDLETON
S.W. 21ST ST.
S.W. 20TH ST.
ST.
ST.
ST.
ST.
ST.
S.W. 14TH ST.
U.S. HWY. 39
ST.
S.W. EMIGRANT AVE.
S.W. 19TH
S.W. 18TH
S.W. 17TH
S.W. 16TH
S.W. 15TH
S.W. FRAZER AV
S.W. 13TH
I-80N
To Pilot Rock
BEGINNING OF SURVEY
STA. 1+91.1



TYPICAL SECTION

PUBLIC H
SYSTEM A

THROUGH
ACCESS C

APPRO

0.99 Mi.

Pendleton
6-2-70 Agree

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 2, 1971

SUBJECT: File No. 45756
Emigrant-Frazer Couplet
(Pendleton) Section
Pendleton-John Day Hwy.

To:

Mr. H. W. Snell
Right of Way Supervisor
REGION V

Attached you will find one original description, in quintuplet, covering right of way to be acquired in connection with the Emigrant-Frazer Couplet (Pendleton) Section of the Pendleton-John Day Highway, in Umatilla County, Oregon. This contract is scheduled for letting on July 29, 1971.

Do not appraise or negotiate.

This right of way is to be acquired by the City of Pendleton. Please transmit this description to Mr. W. C. Ferguson per his request of March 17, 1971.

Enclosed for your information are copies of the Authorization List, Mr. Scott's letter of March 23, 1971, and Mr. Ferguson's letter of March 17, 1971.

We are attaching three prints of a section of map 8B-19-7 covering this area and bearing our date of March 29, 1971.

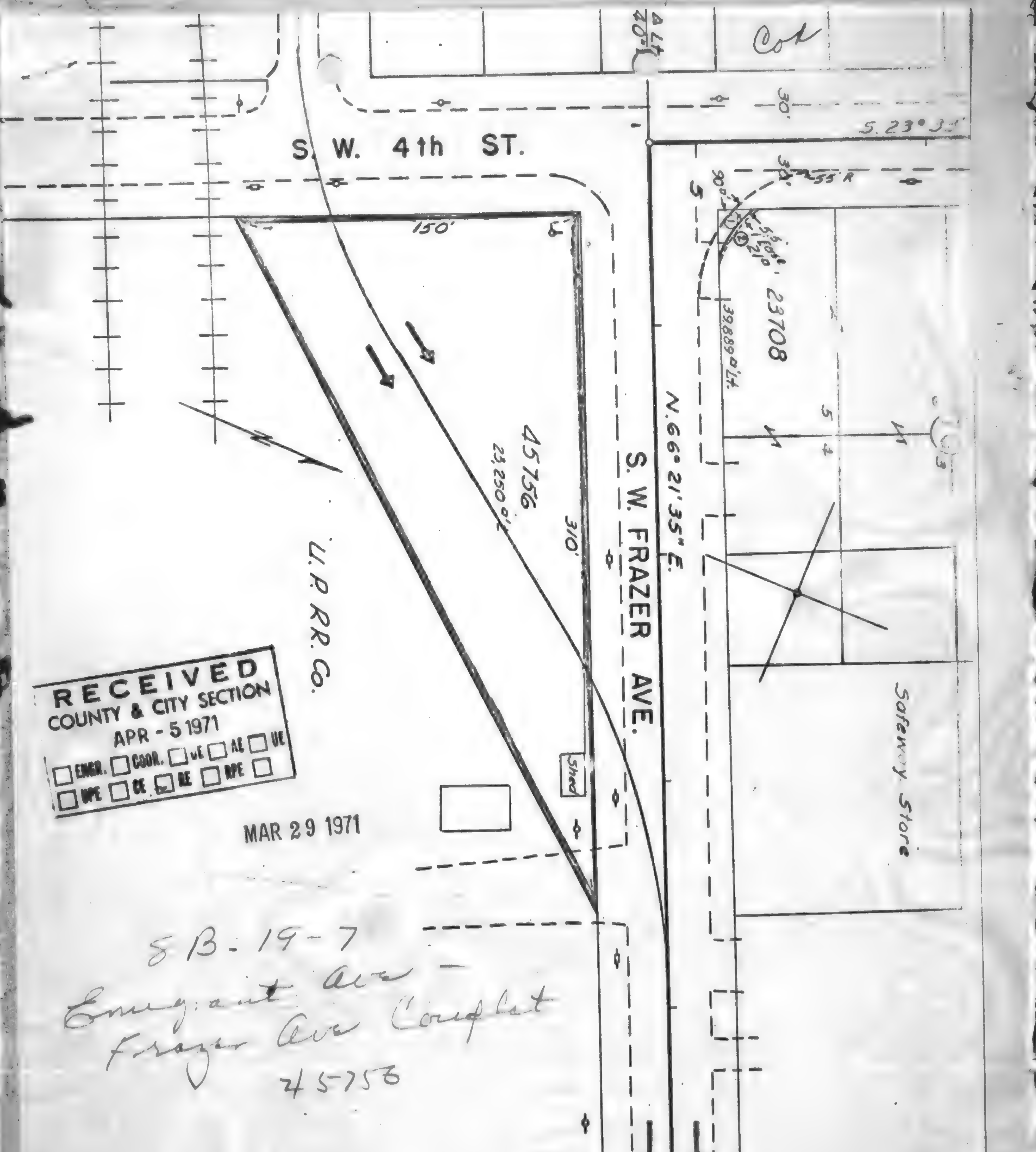
File No.	Name	Area
45756	O. W. R. & N. CO.	23,250 sq.ft.

EARL F. SALING
Right of Way Office Manager

AC:rft
Encls. Description, Auth.List
and letters.

cc: Mr. H. S. Coulter - 3 prints
✓Mr. H. S. Cox - with copy of map
(County & City Engineer)

RECEIVED
COUNTY & CITY SECTION
APR - 5 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐


Δ Lt.
40.1'
Cok
30'
S. 23° 35'
S. W. 4th ST.
30'
55' R
90°
5
5.5' Cor.
21.0
23708
39889 □' Lt.
5
4
4
3
150'
45756
23,250 □'
310'
N
N. 66° 21' 35" E.
S. W. FRAZER AVE.
U.P. RR. Co.
Shed
Safeway Store
10

RECEIVED
COUNTY & CITY SECTION
APR - 5 1971
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

MAR 29 1971

8B-19-7
Emigrant Ave -
Frazer Ave Couplet
45756

FORM E-30

50-1145
7653

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 5, 1971

SUBJECT: SUPPLEMENTAL PHASE II
RELOCATION REPORT
Emigrant-Frazer Couplet
Pendleton-John Day Hwy.
Umatilla County

To: Mr. Frank L. Hall
Design Engineer

BUILDING

Attention: Mr. Mr. Donald Keyes

F.B. KLABOE

Attached is a supplemental Phase II Relocation Report for the above project necessitated by the addition of the remainder of Block 93 to the necessary right of way.

Please note that the estimate here is the total relocation cost for the entire project. We are presently preparing an estimate for right of way.

ORIGINAL SIGNED
JOHN R. OAKES

John R. Oakes
Assistant R/W Engineer

JRO:ph

Attachment

cc R. E. Simpson /w/ attach.
Tom Edwards
F. B. Klaboe
Victor Wolfe
L. H. Young /w/ attach.
Floyd Query
H. S. Cox
Robert E. Royer /w/ attach.
W. H. Tebeau /w/ attach.
Stu Couper /w/ attach.

RECEIVED
FEB 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 4 - 1970

130-11-15
7653

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 30, 1970

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Walach

SUBJECT: Pendleton Section
Pendleton-John Day Highway
Emigrant-Frazer Street Connection

The designed connection shown on the layout sheet submtited with Mr. Frank L. Hall's November 25 letter is approved.

12-4-70
Hall

RECEIVED
DEC 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Klaboe

NOTED
JOM

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 17 1970
FOR FILING

30-1145
7653

PREFIX NO. 30-1491

6-12-70

LOCATION PROSPECTUS
EMIGRANT-FRAZER COUPLET SECTION
PENDLETON-JOHN DAY HIGHWAY
UMATILLA COUNTY

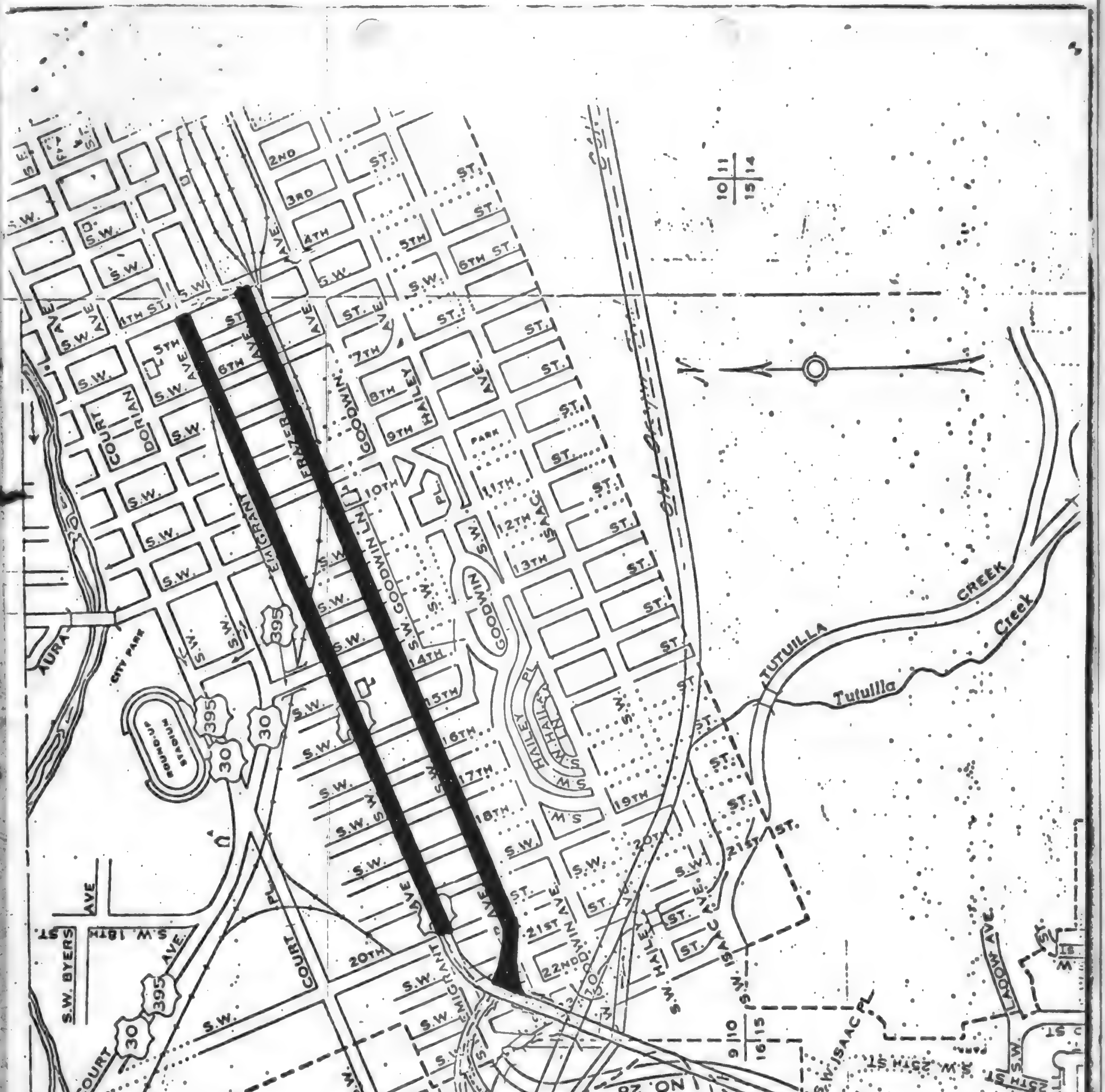
HIGHWAY:	Pendleton-John Day. State Primary No. 28; Federal-aid Primary No. 30.
TERMINI:	The terminal points of the project are as follow: Beginning at the intersection of Emigrant Avenue and S. W. 20th Street; thence easterly along Emigrant Avenue to S. W. 4th Street. Also, beginning at the intersection of the Pendleton-John Day Highway with Frazer Avenue extended; thence easterly along Frazer Avenue to S. W. 4th Street.
LENGTH:	1.7 miles.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for grading and paving on existing alignment. Reconnaissance was not made. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT 5,400; projected ADT 9,700.
STANDARDS:	One-way couplet.
TYPICAL SECTION:	44-foot curbed street section.
ACCESS:	Not controlled except near Interstate 80N Interchange.
MATERIAL:	Commercial sources.
UTILITIES:	Routine utility adjustments may be necessary.
AGREEMENTS:	Agreements with the City of Pendleton will be necessary. An opportunity for a public hearing will be offered.
PARKS:	None affected.
ADD'L FACILITIES:	Grade crossing of O.N.R.&N. Company (U.P.R.R.)

June 12, 1970
Attachment

Location Prospectus - Page 2
Emigrant-Frazer Couplet Section

cc: Bureau of Public Roads (3)
H. S. Coulter (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
JUN 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER



S.W.
2ND
3RD
4TH
5TH
6TH ST.
7TH
8TH
9TH
10TH
11TH
12TH
13TH
14TH
15TH
16TH
17TH
18TH
19TH
20TH
21ST
22ND
ST.
AVE
COURT
DORIAN
EMIGRANT
FRAZER
GOODWIN
GOODWIN LN.
HAILEY
HAILEY PL
N. HAILEY LN.
ISAAC
PARK
PL.
AURA
CITY PARK
ROUND-UP STADIUM
395
30
S.W. BYERS AVE
S.W. 18TH ST
COURT PL
S.W. COURT AVE
S.W. ISAAC PL
S.W. 25TH ST
S.W. 26TH ST
S.W. 27TH ST
HWY
NO 28
29TH
S.W. 29TH ST.
S.W. 30TH
S.W. LADOW AVE
S.W. MARSHALL AVE
TUTUILLA CREEK
Tutuilla Creek
RIVER
10 11
15 14
9 10
16 15
21

EXHIBIT A

RECEIVED
JUN 12 1970
FOR FILING

30-1145
17653

4Q
6-2-70

June 5, 1970

City of Pendleton
City Hall
Pendleton, Oregon 97801

MISC. CONTRACTS and
AGREEMENTS No. 3973

Attention: Mrs. Marjorie E. Dagwell
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to an extension of the one-way couplet system along Emigrant and Frazer Avenues as a portion of the Pendleton-John Day Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fbm
Att.
cc H. S. Cox
(conf. agreement attached)

MAY 28 1970
FOR FILING

30-1145
7653

May 28, 1970

Oregon State Highway Commission

Gentlemen:

The City of Pendleton has executed a cooperative construction-finance agreement having to do with the extension of the one-way couplet system along Emigrant and Frazer Avenues as a portion of the Pendleton-John Day Highway (US395) lying entirely within the corporate limits of Pendleton.

This agreement provides for the State and the City to share the cost of the project on the basis of 75 percent State-25 percent City; however, the City is to be allowed a credit of 30 percent of the costs it has incurred through the recent installation of a storm sewer system along Frazer Avenue. Certain provisions of the agreement stipulate that it will be the State's responsibility to complete the negotiations for additional right-of-way at the westerly end of the project and the City is to acquire that portion at the easterly end with all costs to be shared on the 75 percent-25 percent basis. The relocation or adjustment of utilities are to be handled cooperatively in the normal manner.

The total cost of the proposed project has been estimated to be approximately $800,000 (State's share $650,000-City's share $150,000). The City has requested that it be allowed to contribute its share over a period of two fiscal years. The project has not been given finance approval nor does it appear on any current construction schedule. It will be added to the list of cooperative projects and authority to place it on a construction program will be requested at a later date.

This matter will be on the agenda for the June 2 meeting. I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. D. Morgan
L. M Young V. E. Skoog, D. H. Moehring, H. S. Cox, H. S. Coulter

MCH:ljt r

RECEIVED
MAR 30 1970
FOR FILING

30-1145
7653

MEMO TO FILES: Emigrant-Frazer Couplet, Pendleton
March 16, 1970

Thursday, March 12, 1970, Bud Shirley and I met with Rudy Enbysk, Pendleton City Manager, and Jim Chaffee, Pendleton City Engineer. Subject of discussion was Emigrant-Frazer Couplet.

The following basic precepts were agreed upon.

(1) Job limits would be from connections with present couplet in the vicinity of SW 4th Street as the easterly end of project to connection with present constructed section at 20th, on Emigrant, and connection with Highway 395 and Frazer opposite westbound on-ramp for I-80N in vicinity of SW 22nd as the westerly end of project.

(2) State to obtain needed additional right-of-way on westerly end of project and City to obtain needed right-of-way on easterly end of project.

(3) Appropriate signalization shall be incorporated into the project.

(4) All railroad crossings to be protected by gates.

(5) Financial obligations shall be 25% of project by City and 75% of project by State.

The question of giving City credit on their 25% project obligation for storm sewer already placed arose. The City would like definite clarification as to how much credit will be allowed. To date they say they have spent $96,584.05. The idea of credit was evidently first proposed by letter from Mr. Gardner to Mr. Cooper July 23, 1963. It does not appear that any recognition for this proposal has ever been admitted by State Highway personnel. I told Mr. Enbysk that I would endeavor to get a definite amount established and it could be from zero on up.

Mr. Enbysk endeavored to obtain a time for construction and I told him that they must take their turn in job priorities. I also intimated that the sooner a basic agreement is signed, the sooner their project would appear on the priority list. City keeps insisting that because discussions have occurred over a number of years they should already be accorded preferential treatment.

Two other suggestions were discussed:

(1) That a study be made for re-routing Highway 395 over (a) SW 20th, (b) SW 13th, or (c) SW 8th.

(2) If stage construction becomes necessary for any reason, Frazer Avenue should be constructed (completely) as the first phase.

NOTED
F. B. KLABOE

4-70

April

UNFINANCED-UNPROGRAMMED
COOPERATIVE CONSTRUCTION-FINANCE PROJECTS

#	SECTION	HWY	DIV	JURISDICTION	STATE	OTHER
1	91st Avenue-Sandy Blvd.	123	A-M	Multnomah Co	$1,250,000	$ 600,000
2	Powell Valley Road (Ava Avenue-Burnside)	26	A	Gresham	1,350,000	450,000
3	Phoenix (US 99)	63	C	Phoenix	120,000	40,000
4	1st Street (NCL-SCL)	54	E	Hermiston	262,500	87,500
5	Sherman Ave-Union Ave Couplet	9	C	North Bend	172,500	57,500
6	Siskiyou Blvd--I-5 (Ashland Street)	21	C	Ashland	525,000	175,000
7	Commercial Street-16th Street	240	C	Coos Bay	39,000	13,000
8	Emigrant-Frazier Couplet	28	E	Pendleton	650,000	150,000
				TOTALS	$4,369,000	$1,573,00

(Cost data compiled from various sources;
i.e., Construction, Design, Divisions, etc.)

DNH:mm, April 1970

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe

F. D. Morgan
L. H. Young
D. H. Moehring
Robert Ellison
D. J. Barbee

V. E. Skoog
B. L. Gifford
John Earley
Floyd Query
Division Engineer ________________

RECEIVED
MAR 30 1970
FOR FILING
30-1145
7653

April 1970

DICTION	STATE	OTHER	TOTAL	CONST.	R/W	STATUS
omah Co	$1,250,000	$ 600,000	$1,850,000	$1,400,000	$ 450,000	Hearing held. Agree signed 7-67. County money not available.
ham	1,350,000	450,000	1,800,000	800,000	1,000,000	Hearing held. Agree signed 12-68. City money available.
nix	120,000	40,000	160,000	160,000	--	Agree signed 12-69. Held in abeyance.
miston	262,500	87,500	350,000	350,000	--	Held in abeyance. Agree pending.
th Bend	172,500	57,500	230,000	138,000	92,000	Held in abeyance.
hland	525,000	175,000	700,000	435,000	265,000	Held in abeyance.
oos Bay	39,000	13,000	52,000	49,500	2,500	Held in abeyance.
endleton	650,000	150,000	800,000	800,000	--	Held in abeyance. Agree pending.
TOTALS	$4,369,000	$1,573,000	$5,942,000	$4,132,500	$1,809,500	

V. E. Skoog
B. L. Gifford
John Earley
Floyd Query
Division Engineer ______________________

NOTED
FLOYD QUERY

MEMO, Emigrant-Fraser Couplet, Pendleton

Conclusions: It would appear that the basic cooperative agreement could be drawn and executed as soon as a sewer credit for the City is established. I told Mr. Enbysk that we would endeavor to get an agreement to the City in approximately one month.

H. S. Cox
County-City Engineer

HSC:mm
3/16/70

cc: R. L. Porter
F. B. Klaboe
D. J. Barbee
H. S. Coulter

RECEIVED
MAR 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 13, 1970

SUBJECT: Emigrant-Frazer couplet
City of Pendleton

To:

Mr. Forrest Cooper
State Highway Engineer
Salem

Attention: Mr. F. B. Klaboe

Coulter will acknowledge letter. And make study of traffic situation and report. B/up 2 wks.

I am attaching a copy of a letter that I recently received from the City of Pendleton containing some questions about the Emigrant-Frazer Couplet. Earlier conversations between the City and the Department have indicated to the City that we are aware of the problem and inferred that we would proceed with the construction of the couplet as soon as funds are available. It would be appreciated if answers could be given to the questions raised by Mr. Enbysk, principally the date when a contract might be awarded and a decision as to whether or not the City would be given credit for the $96,000 they have expended on a storm sewer.

There is also attached a tabulation of excerpts from meetings and correspondence prepared by the City to provide some background on the problem.

H. S. Coulter
H. S. Coulter
Division Engineer

HSC:dj
Attachments

$ 715 000 1968 est.
800,000 1970 est

NOTED
F. B. KLABOE

RECEIVED
JAN 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ack let
- [illegible] - [illegible]
[illegible]

THE CITY OF PENDLETON

P. O. BOX 190
PENDLETON, OREGON 97801

January 9, 1970

NOTED ADE OE

JAN 12 1970

REC'D DIV. OFFICE
LA GRANDE

Mr. Scott Coulter
State Highway Department
P.O. Box 850
La Grande, Oregon

Dear Mr. Coulter:

The City of Pendleton has corresponded and met with Oregon State Highway officials off and on since 1963, endeavoring to secure a commitment and timetable for completion of the Emigrant-Frazer couplet. This project was recommended by the Oregon State Highway Department in Technical Report No. 56-4 "Traffic Survey City of Pendleton", dated 1955.

With the opening of Interstate Highway 80N, this traffic problem has become even more critical. New traffic entering Pendleton via the Emigrant Street interchange has increased daily volumes in excess of 4%. Approximately 2% of this new traffic uses Emigrant Street to the city center. This newly directed traffic can be expected to continue increasing as people become more accustomed to the interstate system through Pendleton.

Our last discussion with Mr. Forrest Cooper on this subject indicated that the Highway Department, without further documentation, recognized the traffic problem and would proceed as funds were made available. We contend that the problem is sufficiently critical that a construction schedule must be established by the Highway Department so that cost estimates can be updated, financial responsibilities established, design work started and budgetary requirements planned.

We assume financial responsibility will be the same for this project as the first segment of the Emigrant-Frazer couplet, completed in 1960, which was 75% State, 25% City. Previous correspondence suggests that the city could receive credit against their cost-share for storm sewer construction undertaken in this project area. To date the City has

THE WORLD'S ROUND-UP CITY

expended $96,584.05 to bring this system easterly to the S.W. 9th and Frazer Street railroad grade crossing.

May we be advised that this project will be scheduled immediately, what the schedule will be, when construction can be expected and whether our financial assumptions are correct?

Sincerely yours,

Rudy R Enbysk

Rudy R. Enbysk
City Manager

RRE:dpm

Tabulation of correspondence re couplet as tabulated by City of Pendleton over a year ago.—

EMIGRANT-FRAZER ONE-WAY COUPLET

In 1960, the first segment of the Emigrant-Frazer 1-way couplet was completed from S.W. 4th to S. E. 9th, at a total cost of $142,800. The negotiations with the State also included $200 for street lighting on Court and Dorion, making a total project cost of $143,000. The State assumed 75% of this amount, and the City's 25% share was $35,750.

Since 1963, the City has had much correspondence with the State regarding completion of the couplet, and its importance to the traffic flow to and from I-80N. There is, attached, an excerpt from the Highway Department Technical Report No. 56-4, "Traffic Survey City of Pendleton" dated 1955, which recognized even at that time that Emigrant Avenue, alone, operating as a 2-way street would be incapable of handling the anticipated traffic in 1975, and recommending a 1-way couplet on Emigrant and Frazer.

One of the preliminary designs considered for the I-80N interchange at S. W. Emigrant contained an access to S. W. Frazer differing from that outlined in the 1955 study. This concept will be presented in map form at the meeting.

The following excerpts from correspondence and meetings will provide the background on negotiations with the State to complete the couplet:

April 26, 1963: Mr. Gardner to Lloyd P. Shaw State Highway Dept. - "if a more centrally located interchange is ruled impossible, by all concerned, and the nearest interchange to downtown is the 395 interchange, then what assurance does the City of Pendleton have that the Emigrant-Frazer Couplet will be extended to the freeway and operable by the time the freeway is completed?"

June 27, 1963: Mr. Shaw to Mr. Gardner - "No comment can be made at this time on improvement of the access from the 395 Interchange into the City Center."

July 23, 1963: Mr. Gardner to Forrest Cooper - "The City Council, at its meeting on July 16, 1963, instructed me to contact your department concerning the extension of the Emigrant-Frazer couplet from S. W. 4th to the vicinity of S. W. 23rd. I am sure you agree that the present traffic volume as well as that forecast, more than justifies the completion of this couplet. Emigrant Avenue, in its present condition, cannot properly handle such a volume of traffic. To show its good faith, the City of Pendleton is willing to contribute $125,000 in the form of the S. W. area storm sewer, as indicated on the attached map. To date $65,000 has been expended on this project. It is expected that $30,000 from a bond issue will be expended in the next few months to extend the sewer to the point where it would be out from under Frazer Avenue, so as to not interfere with the couplet. The balance of the storm sewer will then be completed in the very near future on a year to year basis. Having this storm sewer available will then make it possible to properly drain the couplet, making it necessary to install only laterals and catch basins. We would appreciate your consideration of this couplet extension at your earliest convenience, advising when you think construction will take place, and any other details pertaining to the project."

July 30, 1963: R. L. Porter, Highway Engineer, to Mr. Gardner - "In the reasonably near future, representatives of this Department will make an appointment to discuss the matter with you in your office."

February 2, 1964: A meeting with the Council, Planning Commission, 4-P Committee and State Highway people; the formal presentation by the State included: "During our previous meeting it was also suggested that Highway 395 be relocated in order to enter the freeway at this suggestested S. E. 3rd interchange so as to eliminate the presently proposed 395 Interchange, thus relieving some of the traffic load on Emigrant. Traffic figures indicate the heavy traffic move on 395 between City Center and a large bedroom area and that the small change due to moving the interchange would not alter the requirements for improvement of the Emigrant facility. ...We have also been asked what might be done in the way of improving the Emigrant-Frazer couplet between the freeway and S.W. 4th Ave. Studies and preliminary estimates were made to improve the two streets to a 44 foot curbed section; cost about $400,000. Several years ago, a 4-lane grade separation over the railroad was considered for Emigrant at a cost of $1,800,000. Two-lane separations of both Emigrant and Frazer have been estimated at $2.1 million. Traffic studies indicate the need for some type of improvement in this area and as mentioned before, this need would exist regardless of whether an interchange with the freeway is constructed at US 395." An excerpt from the notes taken at the meeting by the staff indicated "Improvements to Emigrant and Frazer, and Highway 11 connection. Even though the State does not have funds at this time, in the event the City might have some means to secure funds, Mr. Wolfe indicated that the State would look favorably on the projects and endeavor to cooperate. Emigrant-Frazer one-way couplet would adequately handle traffic at least until 1980, without an over-or under-pass, even though it would be desirable."

February 14, 1964: Glenn Jackson, State Highway Commission to Bud Forrester - "We are going to bat 100% on the Third Street interchange and have agreed to the Emigrant-Frazer couplet. However, it is highly likely, if we win the battle on the interchange, that interstate funds would not be available to us for the Emigrant-Frazer couplet, which means that we will have to finance this out of our ABC funds. In view of the critical nature of some of our high priority projects, the construction of this couplet would have to be delayed. As you know, this construction involves a sizeable amount which just isn't available at the moment."

February 7, 1964: A map printed in the East Oregonian carries the heading "The South Route (red line) was proposed Thursday night for the Interstate Highway 80N bypass near Pendleton. Dotted line shows street that would have to be widened to complete Emigrant-Frazer one-way couplet sought by City."

February 16, 1966: Mr. Klaboe, State Highway Dept. to Rudy Enbysk - "We might comment that during the negotiations on the Pendleton bypass we were led to believe that any work on Emigrant or Frazer would be a City obligation if we would commit the funds for the connection from the City Center up to the South Pendleton Interchange. Construction of such a connection had to be assured before approval could be obtained for an interchange at that point and the State has obligated $2,000,000 of funds other than Interstate for this purpose. Under the circumstances, no funds are available at this time for participation in the underpass proposed by your citizens' group."

April 12, 1967: Mr. Enbysk to Scott Coulter, Highway Dept. - "At our most recent meeting to discuss freeway lighting and signing I brought up a question regarding right of way acquisition as it related to the Emigrant Street interchange, and ultimately the completion of the 1-way couplet. It would appear to me that the State would be prudent in obtaining the necessary land to provide for the couplet tie-in to the interchange at this time, and eliminate the necessity of building an access road to serve one residence that will ultimately have to be removed..."

April 28, 1967: H. S. Coulter, State Highway to Rudy Enbysk - "The question raised in your letter of April 12 regarding right of way for one-way couplet near the Emigrant Street Interchange has been discussed with the construction division in Salem. On February 16, 1966, in answer to a query about a railroad separation on Emigrant Avenue, you were advised that the Department was led to believe that "any work on Emigrant or Frazer would be a City obligation if we would commit the funds for the connection from the City Center up to the South Pendleton Interchange......The present position of the Department is unchanged."

May 8, 1967: Rudy Enbysk to H. S. Coulter - "My contention is that the State would be saving tax payers' money in the long run by acquiring this right of way to Frazer at this time, rather than building access roads and so forth. This is supported by earlier design considerations of the Emigrant Interchange which would have allowed for the Frazer Street access I refer to....."

May 11, 1967: H. S. Coulter to Rudy R. Enbysk - "In reply to previous correspondence and to better enlighten your thinking on the matter, the quotation given in our letter of April 28, 1967 which mentioned the Emigrant Street Interchange was placed there only to illustrate that at the present time the attitude of the Department is that we should have no interest in a future couplet on Emigrant and Frazer at this time. Basically the answer to the question in your original letter is that right of way acquisition for a future one-way couplet cannot be accomplished at this time with Highway Department Funds."

The storm sewer, which the City has proposed to be applied toward its share of the couplet expenditure, presently extends from S. W. 20th and Frazer to S. W. 9th and Frazer. From this point, the line will follow south of the railroad tracks to S. W. 7th Street; south on S. W. 7th to S. W. Goodwin; thence east on S. W. Goodwin to S. W. 3rd Street. There is $5,600 budgeted in this fiscal year to continue work beyond S. W. 9th and Frazer, but work is being held up pending easements from Union Pacific to lay the line between S. W. 9th and S. W. 7th. To date the City has expended $96,584.05 for the system on S. W. Frazer.

A rough estimate of the cost to complete the couplet is $520,000 which includes widening Emigrant and Frazer to 44 feet, and a railroad grade crossing at S. W. 9th and Frazer. If the State were to participate in its usual 75% share, the following would be the distribution of the costs (not taking into consideration the $96,584.05 which the City has spent on the storm sewer system):

75% State Share	$390,000
25% City Share	130,000
Total	$520,000

At no place in the City's correspondence with the State can reference be found to the City's agreement that it would forfeit its claim for 75% participation by the State in return for a central interchange from I-80N. Correspondence from the State refers to discussions on this matter, but there is no confirmation of the discussions in writing.

RECEIVED
DEC 23 1968

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

30-1145
7653

December 20, 1968

Mr. Cooper
your information

Porter

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

At its meeting on December 17, 1968, the Pendleton City Council voted unanimously to adopt the 1955 State Highway Department's recommendation that the Frazer-Emigrant couplet be constructed through the City of Pendleton. No further consideration will be given to a Dorion-Emigrant couplet, as had been proposed recently.

We appreciate the time devoted to the alternate study by you and members of your staff, and look forward to working with you in the near future on completion of the couplet in Pendleton.

Sincerely yours,

Rudy R. Enbysk
City Manager

12-23-68
copy to Flaboe
" Bud George
"

THE WORLD'S ROUND-UP CITY

NOTED
FORREST COOPER

NOTED
R. L. PORTER

RECEIVED
DEC 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RE

AUG 16 1968

FO

30-1145

7653

A

June 21, 1968

Mr. Rudy R. Enbysk
Pendleton City Manager
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

We now have approval from the Bureau of Public Roads for illumination at the East Pendleton Interchange. This in in line with your previous requests and our efforts to secure Federal concurrence.

I do not as yet have an answer on the Emigrant-Dorian Street proposal but hope to communicate with you concerning it in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: June 19, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Edwards

SUBJECT: I-80N-5(29)204
East Pendleton Interchange
Illumination

Mr. Edwards' letter, dated June 13, requested our concurrence in the illumination of the East Pendleton Interchange. The hazardous driving conditions due to fog and icing are sufficient warrants to illuminate an interchange.

The tabulation of fog conditions for 1966 as furnished by the U.S. Weather Bureau at the Pendleton Airport and the road condition report of your Division Maintenance Superintendent adequately support that fog and ice do occur with sufficient frequency to qualify for partial illumination under case B-6 of the AASHO guide for lighting controlled access highways.

This office will approve for Federal participation the illumination of the East Pendleton Interchange as requested.

RECEIVED
JUN 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A. F. Parson

RECEIVED
MAY 7 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
~~HELIX~~ Pendleton
Thaddeus B. Bruno, Member
Portland

30-1145
7653

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 26, 1968

Mr. Rudy R. Enbysk
Pendleton City Manager
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

This is in response to your April 22 inquiry concerning two subjects discussed on March 25 in Chairman Jackson's office in Portland.

maint de S Hwy Light

As to the illumination at the East Pendleton Interchange, we again contacted the Bureau of Public Roads in an effort to secure concurrence in an Interstate project for the requested lighting. We have just been advised that the Bureau would not approve Interstate financing for this proposal. We will continue to discuss it with them but at the moment, the only answer I can give you is negative.

As to the Emigrant-Dorian Street proposal, this is still under study by our Traffic Engineering Division, and we are endeavoring to complete the feasibility aspect of the suggestion before estimating its cost. We are going to need a little more time on this one and will be in touch just as soon as we have something definite to report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
A. F. Parson

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

April 22, 1968

Mr. R. L. Porter
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Porter:

As you will recall, a delegation of Pendleton citizens and officials met with you and members of the Oregon Highway Commission on March 25, in Mr. Glenn Jackson's office.

As a result of that meeting you advised us that the Highway Department would look into the possibility of providing lighting for the east interchange into Pendleton without requiring that lighting be extended all the way to our city limits, and also that you would look into the feasibility of designing a one-way couplet on Emigrant-Dorion Streets rather than Emigrant-Frazer, to handle the excessive 2-way Emigrant Street traffic.

This letter is to inquire as to your progress on these two items.

Sincerely yours,

Rudy R. Enbysk
City Manager

RRE:dpm

THE WORLD'S ROUND-UP CITY

RECEIVED
MAR 12 1968
FOR FILING

30-1145
7653

2220

March 11,1968

Mr. Howard G. Kraus
Pendleton City Engineer
City Hall
Pendleton, Oregon 97801

Dear Mr. Kraus:

During our meeting in Salem on March 7, you asked for a breakdown of the costs for extending the Emigrant-Frazer Street couplet in Pendleton.

I am sure you understand that our estimate is based on a reconnaissance approach only, and no design has been prepared or details analyzed. We are certain that Frazer Street will have to be reconstructed as the existing wearing surface and base are insufficient to carry highway traffic loads. We also feel that Emigrant Street must be reconstructed as we do not think the wearing surface will stand up under the volumes of traffic anticipated. Following is a tabulation from the reconnaissance investigation:

	Emigrant Street	Frazer Street	
Length, miles	0.8	0.8	
Grade and Pave	$280,000	$300,000	
Relocate railroad spur (east end)	15,000	-----	
Right-of-way	-----	120,000	
	$295,000	$420,000	
			$715,000

The estimate assumes a 44-foot curb section on both Emigrant and Frazer Streets which can be contained for the most part within the existing 60-foot right-of-way; additional right-of-way will have to be obtained to accommodate the transitions at both ends. Salvage of existing

Mr. Howard G. Kruse
March 11, 1966
-2-

pavements was not considered. Included in the estimate is an adjustment of a Northern Pacific switching spur track which is used for switching movements about two to three times a week; this track is located between Fourth and Sixth Streets on Emigrant.

If anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. F. Parson

RECEIVED
MAY 15 1967
FOR FILING

30-1145
7653

1623

May 15, 1967

Mr. Rudy R. Enbysk
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Dear Mr. Enbysk:

Reference is made to your letter of April 20 enclosing a list of suggested improvements to the railroad grade crossings in the city of Pendleton.

As you know, several of these crossings are on the State Highway System. Pending a review of the final plans and costs involved, we do not feel that we would have any objection to items 1, 2, 5, 14, 19, 26 and 27. We do feel, however, that item 7 which calls for the installation of automatic gates at railroad crossing 2A-215.23 on Emigrant Avenue between 11th and 12th Streets would require further study before we could make a decision. It is our feeling that the existing protection consisting of flashing lights is probably adequate. There have been no reported accidents during a period of five years and two months.

If you desire to explore this matter further, however, we can have someone meet with you at your convenience to discuss it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
L. E. George
T. W. Litchfield
A. F. Parson (Enc.)

FBK:srb

FORM E-30 50M 9-66 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 28, 1967

SUBJECT: Railroad Xing 2A-215.23
Emigrant Avenue Between
11th and 12th Streets
Pendleton

To: F. B. Klaboe
Assistant State Highway
Engineer
BUILDING

As requested we have gathered data concerning the above railroad crossing.

This is a crossing of the Union Pacific mainline. Present protection consists of standard flashing light signals and advance signs plus street lights.

The 1966 ADT on Emigrant Avenue was on the order of 10,000 vehicles. There are 25 trains daily.

During the period from January 1, 1962, to February 28, 1967, there were no reported vehicle-train collisions at the crossing.

In the 1957 listing of railroad crossings, this crossing was number 11 in hazard rating among the 54 crossings with flashing light signals on the State Highway System.

In view of the fact that there have been no reported accidents at this crossing during a five-year and two-month period, it must be presumed that the existing protection is adequate. The expenditure for installation of automatic gates cannot be recommended.

L. E. George
L. E. George
Assistant Traffic Engineer

VPJ:mk

RECEIVED
MAY 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

April 20, 1967

SUBJECT: City of Pendleton
Recommendation Upgrading
Railroad Grade Crossing Safety

Mr. A. V. Didier
Assistant Division Engineer
Union Pacific Railroad
2525 N. Larrabee
Portland 17, Oregon

Dear Mr. Didier:

In accordance with our meeting of April 11, 1967 (City, Union Pacific, Northern Pacific and Public Utility Commission), I am writing this letter to present the City's staff recommendations and ask for your recommendations for upgrading of various railroad grade crossings to improve the safety of vehicular movement. It is understood the City's recommendations are not to be construed to imply financial commitments and will ultimately require City Council approval.

The City of Pendleton's recommendations are as shown on the enclosed tabulation with the following additional comments:

U.P. 1 - Highway 30 near 395N

It is understood that this crossing will be eliminated when this section of track is closed by the U.P.R.R.

U.P. 2 - Highway 395N

It is understood that this crossing will be eliminated when this section of track is closed by the U.P.R.R.

*U.P. 3 - S. W. Court Place near S. W. 16th

It would appear that an additional set of flashing lights mounted on the north side of the tracks and facing more northwesterly would increase driver awareness of the situation.

*U.P. 4 - S. W. Court Place near S. W. 18th

No additional comments.

RECEIVED
APR 21 1967

THE WORLD'S ROUND-UP CITY

*U.P. 5 - S. W. Dorion Avenue near S. W. 14th

No additional comments.

*U.P. 6 - S. W. 13th Street near S. W. Emigrant Avenue

It would appear that the City should remove the tree on the south side of the tracks on the east side of the roadway.

*U.P. 7 - S. W. Emigrant Avenue near S. W. 12th

This grade crossing is on Oregon State Highway No. 395 and thus it would appear to require no City participation but rather State participation to upgrade the crossing per our proposal.

*U.P. 8 - S. W. Frazer Avenue near S. W. 9th Street

No additional comments.

*U.P. 9 - S. W. 6th Street near Frazer Avenue

This crossing has been proposed by the U.P. to be closed to vehicular traffic. It would appear that if this crossing is closed at a minimum the following should be provided:

(1) A 6" cast iron pipe line laid under the tracks at S. W. 6th with couplings at both ends to provide for emergency fire protection.

(2) Suitable barriers be placed at the U.P. right-of-way line.

*U.P. 10 - S. W. 5th near Frazer Avenue

This crossing has been proposed by the U.P. to be closed to vehicular traffic. It would appear that if this crossing is closed at a minimum the following should be provided:

(1) A 6" cast iron pipe line laid under the tracks at S. W. 6th with couplings at both ends to provide for emergency fire protection.

(2) Suitable barriers be placed at the U.P. right-of-way line.

*U.P. 11 - S. W. 4th near Frazer Avenue

No additional comments.

*U.P. 12 - S. Main Street near Frazer Avenue

It would appear that flashing lights and bells (similar to existing condition on S. W. Emigrant) as well as the automatic gates would improve the crossing safety.

*U.P. 13 - S. E. 3rd Street near S. E. Frazer Avenue

No additional comments.

N.P. 14 - S. E. Emigrant Avenue near S. E. 4th Street

It would appear that one additional crossbuck is needed (northside).

*U.P. 15 - S. E. 10th Street near Frazer Avenue

No additional comments.

*U.P. 16 - S. E. Court Place near S. E. 13th Street

No additional comments.

*U.P. 17 - S. E. 16th Street near Court Place

This crossing has been proposed by the U.P. to be closed to vehicular traffic. It would appear that if this crossing is closed at a minimum the following should be provided:

(1) A 6" cast iron water line be installed on the north side of the tracks from S. E. 17th to S. E. 16th and a hydrant be placed at S. E. 16th.

(2) Suitable barriers be placed at the U.P. right-of-way line.

(3) A permanent roadway be dedicated to the public on the north side of the tracks from within the vicinity of S. E. 14th to but not into S. E. 17th.

*U.P. 18 - S. E. 17th Street near S. E. Court Place

No additional comments.

*U.P. 19 - S. E. Emigrant Avenue near S. E. 5th Street

No additional comments.

*N.P. 20 - S. W. Emigrant Avenue near S. W. 6th Street

It would appear as if the stop sign on S. W. 6th south of Emigrant could be relocated about 6' south of its present location and a new crossbuck placed in its present location.

*N.P. 21 - S. W. 10th near S. W. Emigrant Avenue

No additional comments.

*U.P. 22 - S. W. 7th Street near S. W. Frazer Avenue

This crossing has been proposed by the U.P. to be closed to vehicular traffic. It would appear that if this crossing is closed at a minimum the following should be provided:

(1) A 6" cast iron pipe line laid under the tracks at S. W. 8th with couplings at both ends to provide for emergency fire protection.

(2) Suitable barriers be placed at the U.P. right-of-way line.

(3) A permanent roadway be dedicated to the public on the north side of the tracks from within the vicinity of S. E. 14th to but not into S. E. 17th.

*U.P. 23 - S. E. 4th Street near S. E. Frazer Avenue

This crossing has been proposed by the U.P. to be closed to vehicular traffic. It would appear that if the crossing is closed at a minimum the following should be provided:

(1) Suitable barriers be placed at the U.P. right-of-way line.

(2) A public access be provided into the area that is closed. This could be accomplished by either purchasing and dedicating to the public for road purposes a strip of land from S. E. 3rd to S. E. 4th or construction of a road from S. E. 4th and Goodwin north into the closed off area.

? *U.P. 24 - Eastern Oregon State Hospital East Road

This road is private in the sense that it is not dedicated to the public and thus is not maintained by the City. It would appear that any upgrading of signing would be the State's and U.P.'s responsibility.

? *U.P. 25 - Eastern Oregon State Hospital West Road

This road is private in the sense that it is not dedicated to the public and thus is not maintained by the City. It would appear that any upgrading of signing would be the State's and U.P.'s responsibility.

N.P. 26 - S. E. Frazer Avenue near S. E. 2nd Street

This grade crossing is on Oregon State Highway No. 395 and thus it would appear to require no City participation but rather State participation to upgrade the crossing per our proposal.

It is suggested that an overhead span sign be installed upon entering this area (between S. E. 1st and 2nd) that would warn the motorist of the multiple track area (see enclosure).

On the south side of S. E. Frazer Avenue the City has prohibited parking in this area. Two signs prohibiting the parking are located too close to the tracks for safety (between S. Main and S. E. 2nd Street). It is the intention of the City to remove these signs and in their place, paint the curb yellow to prohibit the parking.

N.P. 27 - S. E. Frazer Avenue near S. E. 3rd Street

This is a continuation of the condition mentioned in N.P. 26.

N.P. 28 - S. E. 4th Street near Emigrant Avenue

One crossbuck should be placed on the west side of S. E. 4th north of the tracks.

*N. P. 29 - S. E. 13th Street near S. E. Court Avenue

This crossing has been proposed by the U.P. to be closed to vehicular traffic. It would appear that if this crossing is closed at a minimum the following should be provided:

(1) Suitable barriers be placed at the U.P. right-of-way line.

*The improvements at these crossings could be in a two stage process in which standard stop signs and advance warning signs are placed and a period of analysis is permitted to see if this is sufficient or if the flashing stop and advance warning signs are needed.

It would be appreciated if the Union and Northern Pacific Railroads would inform the City exactly what items, as recommended, they intend to accomplish. It would further be appreciated if the City could be informed as to what the railroads would provide if the City agreed to the before mentioned crossing closures for access purposes.

It may be necessary, or at least advisable prior to the closing of any crossings to hold a public hearing, with appropriate notices, to determine public opinion.

We certainly appreciate the common concern of everyone involved in this problem and hope that a fair and equitable solution can soon be arrived at.

Very truly yours,

Rudy R. Enbysk
City Manager

Enclosures (2)

FORM 2-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1967

SUBJECT: City of Pendleton
Improvement of Railroad Grade Crossings

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Returned herewith data handed to me under your assignment No. 1623.

Review of this subject indicates that the State Highway Department is involved in item numbers as follows:

Item No. 1	$ 25
Item No. 2	25
Item No. 5	200
Item No. 7	20,000
Item No. 14	50
Item No. 19	200
Item No. 26	500
Item No. 27	26
Total cost involved	$21,000

Units of work required are indicated in the attached itemized list. Most work is minor except for the requested automatic gates for Item No. 7. The attached small scale sketch maps show location of State involvement.

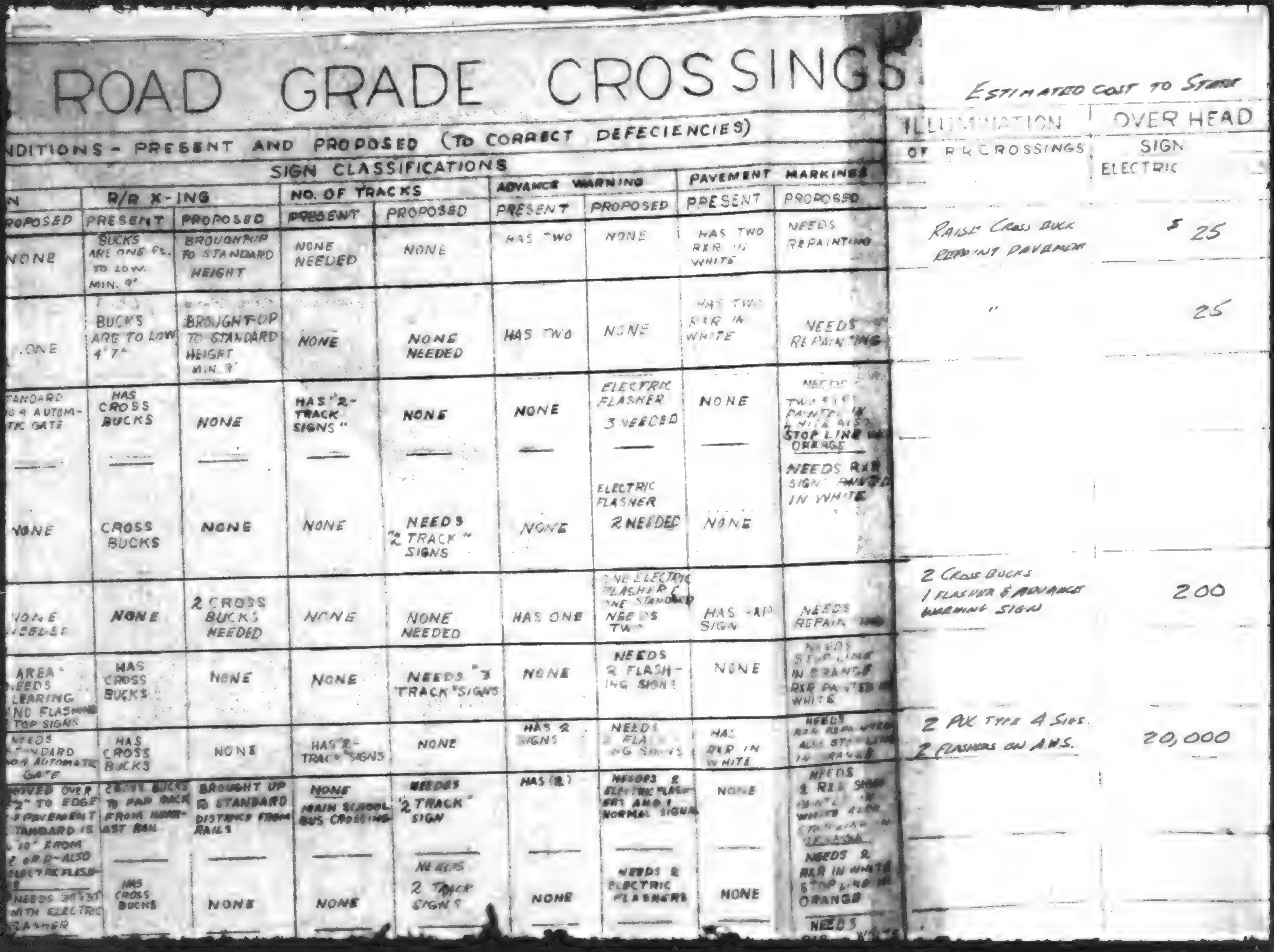
F D Morgan

F. D. Morgan
Construction Engineer

FDM:fw
Enc.
cc T. W. Litchfield

RAIL ROAD

State Hwy. Number & Mile Points	INDEX NO. & R.R. CO NAME	LOCATION	AVERAGE DAILY TRAFFIC 1955	NO. OF ACCIDENTS 1950-1955	NO. OF ACCIDENTS 1961-1966	O.S.H.D. PRIORITY 1955	CONDITIONS - PRESENT AN STOP SIGN PRESENT	STOP SIGN PROPOSED	R/R X-ING PRESENT	R/R X-ING PROPOSED
Hwy #6 M.P. 207.94	U.P. 1.	S.W. COURT AVENUE NEAR 395 N.	5,800	0	0	16	NONE. HAS BUS STOP SIGNS	NONE	BUCKS ARE ONE FT. TO LOW. MIN. 9'	BROUGHT UP TO STANDAR HEIGHT
Hwy #36 M.P. 30.80	U.P. 2.	HWY 395 N	0	0	0	21	NONE	NONE	BUCKS ARE TO LOW 4'7"	BROUGHT TO STANDA HEIGHT MIN. 9'
	U.P. 3	SW COURT PLACE NEAR SW 16TH ST.	3000	7	4	1	ELECTRIC STOP ON RED SIGNAL ALSO HAS BELL	STANDARD NO4 AUTOMATIC GATE	HAS CROSS BUCKS	NONE
	U.P. 4.	S.W. COURT PLACE NEAR S.W. 18TH ST.	2,700	1	2	14	NONE	NONE	CROSS BUCKS	NONE
Hwy #6 M.P. 208.67	U.P. 5.	S.W. DORIAN AVE NEAR S.W. COURT AVE.	5,400	0	0	17	NONE	NONE NEEDED	NONE	2 CROS BUCK NEEDED
	U.P.C 6.	S.W. 13TH ST. NEAR S.W. EMIGRANT AVE.	1,400	3	7	4	HAS 30"x30" SIGN BLOCKED BY TREE	AREA NEEDS CLEARING AND FLASHING STOP SIGNS	HAS CROSS BUCKS	NONE
Hwy #28 M.P. 1.11	U.P. 7.	S.W. EMIGRANT AVE. NEAR S.W. 13TH ST	6,700	1	0	5	ELECTRIC STOP ON RED SIGNAL	NEEDS STANDARD NO.4 AUTOMATIC GATE	HAS CROSS BUCKS	NONE
	U.P. 8.	S.W. FRAZER AVE. NEAR SW. 9TH. ST	800	1	1	12	HAS 30x30 STOP SIGN BLOCK BY PARKED CARS	MOVED OVER 6½" TO EDGE OF PAVEMENT STANDARD IS 6'10" FROM E. OF R. ALSO ELECTRIC FLASHER	CROSS BUCKS TO FAR BACK FROM NEAREST RAIL	BROUGHT TO STAND DISTANCE [illegible]
				1	1	13	HAS 24X24	NEEDS 30x30 WITH ELECTRIC FLASHER	HAS CROSS BUCKS	NONE
								NEEDS	HAS	



ROAD GRADE CROSSINGS

NDITIONS - PRESENT AND PROPOSED (TO CORRECT DEFECIENCIES)

ESTIMATED COST TO STATE

SIGN CLASSIFICATIONS

N	R/R X-ING		NO. OF TRACKS		ADVANCE WARNING		PAVEMENT MARKINGS		ILLUMINATION OF RR CROSSINGS	OVER HEAD SIGN ELECTRIC
ROPOSED	PRESENT	PROPOSED	PRESENT	PROPOSED	PRESENT	PROPOSED	PRESENT	PROPOSED		
NONE	BUCKS ARE ONE Ft. TO LOW. MIN. 9'	BROUGHT UP TO STANDARD HEIGHT	NONE NEEDED	NONE	HAS TWO	NONE	HAS TWO RXR IN WHITE	NEEDS REPAINTING	Raise Cross Buck Repaint Pavement	$ 25
.ONE	BUCKS ARE TO LOW 4'7"	BROUGHT UP TO STANDARD HEIGHT MIN. 9'	NONE	NONE NEEDED	HAS TWO	NONE	HAS TWO RXR IN WHITE	NEEDS REPAINTING	"	25
TANDARD ...4 AUTOM-TIC GATE	HAS CROSS BUCKS	NONE	HAS "2-TRACK SIGNS"	NONE	NONE	ELECTRIC FLASHER 3 NEEDED	NONE	NEEDS TWO RXR PAINTED IN WHITE ALSO STOP LINE IN ORANGE		
NONE	CROSS BUCKS	NONE	NONE	NEEDS "2 TRACK" SIGNS	NONE	ELECTRIC FLASHER 2 NEEDED	NONE	NEEDS RXR SIGN PAINTED IN WHITE		
NONE NEEDED	NONE	2 CROSS BUCKS NEEDED	NONE	NONE NEEDED	HAS ONE	ONE ELECTRIC FLASHER & ONE STANDARD NEEDS TWO	HAS RXR SIGN	NEEDS REPAINTING	2 Cross Bucks 1 Flasher & Advance Warning Sign	200
AREA NEEDS CLEARING AND FLASHING TOP SIGNS	HAS CROSS BUCKS	NONE	NONE	NEEDS "3 TRACK" SIGNS	NONE	NEEDS 2 FLASHING SIGNS	NONE	NEEDS STOP LINE IN ORANGE RXR PAINTED IN WHITE		
NEEDS STANDARD ...4 AUTOMATIC GATE	HAS CROSS BUCKS	NONE	HAS "2-TRACK" SIGNS	NONE	HAS 2 SIGNS	NEEDS 2 FLASHING SIGNS	HAS RXR IN WHITE	NEEDS RXR REPAINTED ALSO STOP LINE IN ORANGE	2 PK. TYPE 4 SIGS. 2 FLASHERS ON A.W.S.	20,000
MOVED OVER "2" TO EDGE OF PAVEMENT STANDARD IS 10' FROM E. OF P.- ALSO ELECTRIC FLASHER	CROSS BUCKS TO PAD BACK FROM NEAREST RAIL	BROUGHT UP TO STANDARD DISTANCE FROM RAILS	NONE MAIN SCHOOL BUS CROSSING	NEEDS "2 TRACK" SIGN	HAS (2)	NEEDS 2 ELECTRIC FLASHERS AND 1 NORMAL SIGNAL	NONE	NEEDS 2 RXR SIGN PAINTED IN WHITE ALSO STOP LINE IN ORANGE		
NEEDS [illegible] WITH ELECTRIC FLASHER	HAS CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK SIGNS	NONE	NEEDS 2 ELECTRIC FLASHERS	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
								NEEDS		

SSINGS

ESTIMATED COST TO STATE

CIES)		ILLUMINATION	OVER HEAD	MATEL & LABOR COST PER-CROSSING				ENGINEERING	U.P. RA
		OF R.R. CROSSINGS	SIGN	ELECTRIC	ELECTRIC	PAVEMENT	LABOR	CITY OF PENLETON	CO. LAGR
AVEMENT	MARKINGS		ELECTRIC	STOP SIGN	ADV. WARNING	PAINTING		REMARKS	REM
ESENT	PROPOSED			COST PER CROSSING	COST PER CROSSING	COST PER CROSSING	COST PER CROSSING		
AS TWO R IN NTE	NEEDS REPAINTING	RAISE CROSS BUCK REPAINT PAVEMENT	$ 25						
S TWO R IN ITE	NEEDS REPAINTING	"	25						
ONE	NEEDS TWO R×R PAINTED IN WHITE ALSO STOP LINE IN ORANGE								
ONE	NEEDS R×R SIGN [illegible] IN WHITE								
AS R×R N	NEEDS REPAINTING	2 CROSS BUCKS 1 FLASHER & ADVANCE WARNING SIGN	200						
ONE	NEEDS STOP LINE IN ORANGE R×R PAINTED IN WHITE								
AS R IN ITE	NEEDS [illegible]	2 PK TYPE A SIGS. 2 FLASHERS ON A.W.S.	20,000						
[illegible]	NEEDS 2 R×R SIGNS [illegible] IN WHITE ALSO [illegible] IN [illegible] NEEDS 2 R×R IN WHITE								

	U.P. 8.	S.W. FRAZER AVE. NEAR SW. 9TH. ST	800	1	1	12	STOP SIGN BLOCK BY PARKED CARS	OVER 6'9" TO EDGE OF PAVEMENT STANDARD IS 6'10" FROM E. OF R - ALSO ELECTRIC FLASHER	[illegible] TO PAR[illegible] FROM [illegible]EST RAIL	TO STANDARD DISTANCE FROM RAILS	[illegible] HAS CRO
	U.P. 9.	SW. SIXTH ST. NEAR SW. FRAZER AVE	500	1	1	13	HAS 24"X24	NEEDS 30"X30" WITH ELECTRIC FLASHER	HAS CROSS BUCKS	NONE	NONE
	U.P. 10.	S.W. FIFTH ST. NEAR FRAZER AVE	600	1	0	11	HAS 24"X 24"	NEEDS 30"X30" ELECTRIC FLASHER TYPE	HAS CROSS BUCKS	NONE	TRACK SIGN B
	U.P. 11.	S.W FOURTH ST. NEAR S.W. FRAZER AVE.	1,000.	2	0	7	HAS 24"X24"	NEEDS 30"X30" ELECTRIC FLASHER TYPE	HAS CROSS BUCKS	NONE	TRACK SIGN MISSIN
	U.P. 12.	S. MAIN ST NEAR S. FRAZER AVE.	3,200	3	5	3	HAS 24"X 24"	NEEDS 2 STANDARD NO. 4 AUTOMATIC GATES	HAS 4 CROSS BUCKS	NONE	HAS 1 S POOR CO ION
	U.P. 13.	S.E. 3RD ST NEAR S.E. FRAZER AVE	1,600	2	0	8	HAS 24"X 24" SIGN BENT PAINT CRACKED	NEEDS 30"X30" ELECTRIC FLASHER TYPE POST NEEDS PLUMBED	HAS CROSS BUCKS	BROUGHT UP TO STANDARD DIST. FROM RAILS	NONE
28 .30	U.P. 14.	S.E EMIGRANT AVE NEAR S.E. 4TH ST.	4,700	0	0	6	NONE	NONE	HAS CROSS BUCK NOT ONE STANDARD	NEEDS TO BE MOVED EAST AND BROUGHT UP TO STANDARD TYPE SIGN	NON
	U.P. 15.	S.E. TENTH ST. NEAR S.E. FRAZER AVE	800	1	1	9	NONE HAS STOP ON RED SIGN	NONE NEEDED	HAS CROSS BUCKS	NONE	HAS 2 TRACK
	U.P. 16.	S.E. COURT PLACE NEAR S.E. 13TH. ST	1,200	5	2	2	HAS 24"X24" TO CLOSE TO TRACKS MIN. 15'12"	NEEDS 2-30"X30" ELECTRIC FLASHERS	HAS 2 CROSS BUCKS TREES BLOCK VIEW	NONE	HAS 2 TRACK
	U.P. 17.	S.E. 16TH ST NEAR S.E. COURT PL	100	0	0	20	HAS 24"X24" PAINT CRACKED	NEEDS 2 30"X30" ELECTRIC FLASHERS	HAS 2 CROSS BUCKS	NONE	NONE NEEDE
	U.P. 18	S.E. 17TH ST NEAR S.E. COURT PL	500	1	0	10	HAS 24"X24" THIS IS MAIN THRU STREET	NEEDS 2-30"X 30" ELECTRIC FLASHERS	HAS CROSS BUCKS	NONE	HAS [illegible] NUMBER SIGN [illegible] TRACK
28 0.28	U.P. 19.	S.E. EMIGRANT AVE NEAR S.E. 5TH ST	4,700	0	0	19	NONE	NONE NEEDED	[illegible]	NONE	[illegible]
								NEEDS	HAS 1	NEEDS TO	

	[illegible] 6½" TO EDGE OF PAVEMENT STANDARD IS 6'10" FROM Ɛ OF R— ALSO ELECTRIC FLASHERS	[illegible] TO [illegible] BACK FROM NEAREST RAIL	BROUGHT UP TO STANDARD DISTANCE FROM RAILS	NONE MAIN SCHOOL BUS CROSSING	NEEDS '2 TRACK' SIGN	HAS [illegible]	NEEDS 2 ELECTRIC FLASHERS AND 1 NORMAL SIGNAL	NONE	NEEDS 2 RXR SIGNS [illegible] IN WHITE ALSO STOP LINE IN ORANGE		
	NEEDS 30"x30" WITH ELECTRIC FLASHER	HAS CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK SIGNS	NONE	NEEDS 2 ELECTRIC FLASHERS	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
	NEEDS 30"x30" ELECTRIC FLASHER TYPE	HAS CROSS BUCKS	NONE	TRACK SIGN BENT	NEEDS ALINEMENT	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 1 RXR IN WHITE STOP LINE IN ORANGE		
	NEEDS 30"x30" ELECTRIC FLASHER TYPE	HAS CROSS BUCKS	NONE	TRACK NO. SIGN IS MISSING	NEEDS 2 NO. OF TRACK SIGNS	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
	NEEDS 2 STANDARD NO. 4 AUTOMATIC GATES	HAS 4 CROSS BUCKS	NONE	HAS 1 SIGN POOR CONDITION	NEEDS 1 NO. AND TRACK SIGN, ALSO BOLTS FOR ONE	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
T D	NEEDS 30"x30" ELECTRIC FLASHER TYPE POST NEEDS PLUMBED	HAS CROSS BUCKS	BROUGHT UP TO STANDARD DIST. FROM RAILS	NONE	NEEDS 2 TRACK SIGN	NONE	NEEDS 3 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
	NONE	HAS CROSS BUCK NOT ORE STANDARD	NEEDS TO BE MOVED EAST AND BROUGHT UP TO STANDARD TYPE SIGN	NONE	NONE	NONE	NONE	NONE	NONE	2 Cross Bucks	S
HAS	NONE NEEDED	HAS CROSS BUCKS	NONE	HAS 2" TRACK SIGN	NONE NEEDED	NONE	NEEDS 2 ELECTRIC FLASHER	NONE	NEEDS RXR IN WHITE STOP LINE IN ORANGE		
24" TO 2'	NEEDS 2-30"x30" ELECTRIC FLASHERS	HAS 2 CROSS BUCKS TREES BLOCK VEIW	NONE	HAS 1 TRACK SIGN	NEEDS 1 TRACKS	NONE	NEEDS 2 ELECTRIC FLASHERS	NONE	NEEDS RXR IN WHITE STOP LINE IN ORANGE		
24" 0'	NEEDS 2 30"x30" ELECTRIC FLASHERS	HAS 2 CROSS BUCKS	NONE	NONE NEEDED	NONE NEEDED	NONE	NONE HAS NO ROOM TO PLACE THEM	NONE	NEEDS 1 STOP LINE IN ORANGE SOUTH ONLY		
AT OU FT	NEEDS 2-30"x30" ELECTRIC FLASHERS	HAS CROSS BUCKS	NONE	HAS NO NUMBER SIGN FOR TRACKS	NEEDS 2 NO. SIGN	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
	NONE NEEDED	HAS CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK SIGNS	HAS 2 [illegible] TOO CLOSE TO RAILS	NEEDS 2 ELECTRIC FLASHER TYPE	HAS 2 BUT THEY ARE FADED	NEEDS REPAINTING	2. FLASHERS ON ADVANCE WARNING SIGN	200

[illegible]	[illegible] NORMAL SIGNS	[illegible]	[illegible] ORANGE						
NONE	NEEDS 2 ELECTRIC FLASHERS	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE						
NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS RXR IN WHITE STOP LINE IN ORANGE						
NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE						
NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE						
NONE	NEEDS 3 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE						
NONE	NONE	NONE	NONE	2 Cross Bucks	50				
NONE	NEEDS 2 ELECTRIC FLASHER	NONE	NEEDS RXR IN WHITE STOP LINE IN ORANGE						
NONE	NEEDS 2 ELECTRIC FLASHERS	NONE	NEEDS RXR IN WHITE STOP LINE IN ORANGE						
NONE	NONE HAS NO ROOM TO PLACE THEM	NONE	NEEDS 1 STOP LINE IN ORANGE SOUTH ONLY						
NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE						
[illegible]	[illegible]	[illegible]	NEEDS						
[illegible]	[illegible]	[illegible]	REPAINTING	2 [illegible] ON	200				

y #28 .P. 0.28	UP 19.	S.E EMIGRANT AVE NEAR S.E. 9TH ST	4,700	0	0	19	[illegible]	[illegible]	[illegible]	[illegible]
	N.P. 20.	SW. EMIGRANT AVE NEAR S.W. 6TH ST	6.600	0	1	18	HAS 24"x 24"	NEEDS 2 ELECTRIC FLASHERS 30"x 30"	HAS 1 CROSS BUCK NOT ORE. STANDARD.	NEEDS TO BE BROUGHT UP TO STANDARD 2 REQUIRED	
	N.P. 21.	SW 10TH ST NEAR SW. EMIGRANT AVE	2,250	0	0	15	NONE	NONE	HAS 2 CROSS BUCKS NOT ORE. STANDARD. ALSO BROKEN CROSS BUCK	NEEDS TO BE BROUGHT UP TO ORE. STANDARD	H
	U.P. 22	SW 7TH. ST NEAR SW. FRAZER AVE	NO RECORD	0	0	0	NONE	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	
	U.P. 23.	SE 4TH. ST NEAR S.E. FRAZER AVE.	NO RECORD	0	0	0	NONE	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS CROSS BUCKS	NONE	
	U.P. 24	E.O.S. HOSPITAL EAST SIDE	NO RECORD	0	0	0	HAS 2 24"x 24"	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	
	U.P. 25.	E.O.S. HOSPITAL WEST SIDE	NO RECORD	0	0	0	HAS 2 24"x 24"	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	HAS TRA MIS
y #28 M.P. 0.47N	N.P. 26.	S.E. FRAZER AVE NEAR SE 2ND. ST	NO RECORD	0	0	0	NONE	NONE NEEDED	HAS 1 NOT IN PROPER PLACE.	NEEDS TO BE PLACED OVERHEAD	HA TR NOT PLAC
wy #28 M.P. 0.42N	N.P. 27.	SE FRAZER AVE NEAR SE 3rd ST	NO RECORD	0	0	0	HAS 24"x 24" PARTLY BLOCK BY STATE SIGN	NEEDS REPLACEMENT FOR BETTER	HAS 1 NOT ORE STANDARD.	NEEDS TO BE BROUGHT UP TO STANDARDS,	N
	NP 28.	SE. 4TH ST. NEAR SE EMIGRANT AVE	NO RECORD	0	0	0	NONE	NONE	HAS 1 NOT ORE. STANDARD	NEEDS TO BE BROUGHT UP TO STANDARD	
	UP 29.	S.E. 13TH ST NEAR SE COURT PLACE	NO RECORD	0	0	0	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	N

19	NONE	[illegible] NEEDED	[illegible]	NONE	[illegible]	[illegible]	[illegible] TO RAILS	[illegible] FLASHER TYPE 100' BACK.	[illegible] ROAD	NEEDS REPAINTING	2. FLASHERS O ADVANCE WARNIN
18	HAS 24"x 24"	NEEDS 2 ELECTRIC FLASHERS 30"x 30"	HAS 1 CROSS BUCK NOT ORE. STANDARD	NEEDS TO BE BROUGHT UP TO STANDARD 2 REQUIRED	NONE	NONE NEEDED	NONE	NEEDS 2 ELECTRIC FLASHERS ONE FOR 6TH & ONE FOR EMIGRANT AVE	NONE	NEEDS 2 RxR IN WHITE STOP LINE IN ORANGE	
15	NONE	NONE	HAS 2 CROSS BUCKS NOT ORE. STANDARD. ALSO BROKEN CROSS BUCK	NEEDS TO BE BROUGHT UP TO ORE. STANDARD	HAS 2	NONE	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RxR IN WHITE	
0	NONE	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK SIGN	NONE	NEEDS 1 NORMAL SIGN	NONE	NEEDS 1 RxR IN WHITE NORTH	
0	NONE	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK SIGN	NONE	NEEDS 1 ELECTRIC FLASHER 1ST BLACK 150' NORTH OF CROSSING	NONE	NEEDS [illegible] RxR IN WHITE STOP LINE IN ORANGE	
0	HAS 2 24"x 24"	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK SIGN	NONE	NONE	NONE	NEEDS 2 RxR IN WHITE STOP LINE IN ORANGE	
0	HAS 2 24"x 24"	NEEDS 2 30"x 30" ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	HAS ONE TRACK SIGN MISSING	NEEDS 1 TRACK SIGN	NONE	NONE	NONE	NEEDS 2 RxR IN WHITE STOP LINE IN ORANGE	
0	NONE	NONE NEEDED	HAS 1 NOT IN PROPER PLACE.	NEEDS TO BE PLACED OVER HEAD	HAS 1 TRACK SIGN NOT IN PROPER PLACE	NEEDS TO BE PLACE OVER HEAD	HAS 1 ON NORTH SIDE OF ST. ONLY	NEEDS 1 ON SOUTH SIDE OF ST	HAS 1	NONE	Non-STANDARD CROSSING SIGN 1-ADVANCE WARNING SIGN
0	HAS 24"x 24" PARTLY BLOCK BY STATE SIGN	NEEDS REPLACEMENT FOR BETTER	HAS 1 NOT ORE STANDARD.	NEEDS TO BE BROUGHT UP TO STANDARDS,	NONE	NONE	NONE	NONE	HAS 1 RxR SIGN	NEEDS 1 STOP LINE IN ORANGE	INCLUDED IN
0	NONE	NONE	HAS 1 NOT ORE. STANDARD	NEEDS TO BE BROUGHT UP TO STANDARD	NONE	NONE NEEDED	NONE	NEEDS 1 NORMAL SIGN	NONE	NEEDS 1 RxR IN WHITE	
0	NONE	NEEDS 2 ELECTRIC FLASHER TYPE	HAS 2 CROSS BUCKS	NONE	NONE	NEEDS 2 TRACK	NONE	NONE	NONE	NEED 1 [illegible]	

	FLASHER TYPE [illegible] BACK	[illegible] FADED	NEEDS REPAINTING		
NONE	NEEDS 2 ELECTRIC FLASHERS ONE FOR 6TH & ONE FOR EMIGRANT AVE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE	2 FLASHERS ON ADVANCE WARNING SIGN	200
NONE	NEEDS 2 ELECTRIC FLASHER TYPE	NONE	NEEDS 2 RXR IN WHITE		
NONE	NEEDS 1 NORMAL SIGN	NONE	NEEDS 1 RXR IN WHITE NORTH		
NONE	NEEDS 1 ELECTRIC FLASHER 1ST BLACK 150' NORTH OF CROSSING	NONE	NEEDS 1 RXR IN WHITE STOP LINE IN ORANGE		
NONE	NONE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
NONE	NONE	NONE	NEEDS 2 RXR IN WHITE STOP LINE IN ORANGE		
HAS 1 ON NORTH SIDE OF ST. ONLY	NEEDS 1 ON SOUTH SIDE OF ST	HAS 1	NONE	NON-STANDARD CROSSING SIGN 1-ADVANCE WARNING SIGN	500
NONE	NONE	HAS 1 RXR SIGN	NEEDS 1 STOP LINE IN ORANGE	INCLUDED IN	# 26
NONE	NEEDS 1 NORMAL SIGN	NONE	NEEDS 1 RXR IN WHITE		

RECEIVED
FEB 17 1966
FOR FILING

30-1145
7653

February 16, 1966

Mr. Rudy R. Imbyak
City Manager, pro tem
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Re: Emigrant Avenue Underpass
City of Pendleton
Pendleton-John Day Highway
Umatilla County

Dear Mr. Imbyak:

Reference is made to your letter of February 2 in regard to the estimate for taking Emigrant Avenue under the Union Pacific Railroad between S. W. 10th and S. W. 13th Streets in Pendleton.

The total cost of the two-lane underpass project is estimated to be $971,000. This would be made up of $811,000 for construction and $160,000 for right-of-way. This is a normal increase over the 1954 estimates provided Mr. Gardner in our May 7, 1965, letter.

We might comment that during the negotiations on the Pendleton Bypass we were led to believe that any work on Emigrant or Frazer would be a City obligation if we would commit the funds for the connection from the city center up to the South Pendleton Interchange. Construction of such a connection had to be assured before approval could be obtained for an interchange at that point and the State has obligated $2,000,000 of funds other than Interstate for this purpose. Under the circumstances, no funds are available at this time for participation in the underpass proposed by your citizens' group.

Enclosed is a preliminary plan and profile of this two-lane undercrossing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor Wolfe
F. D. Morgan

ADO:rw srb

Enclosure

NOV 1 - 1965

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1965

SUBJECT: Pux 569 - G-Xing at or near Pendleton
Northern Pacific Railroad Co.
Umatilla County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

NOTED
PORTER

Herewith I hand you a copy of Order No. 42004, issued by the Public Utility Commissioner under date of October 21, 1965, relative to the above-titled matter.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encl.

cc: F. B. Klaboe
F. D. Morgan
A. F. Parson
F. B. Crandall
Ted Litchfield

RECEIVED
OCT 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ORDER NO. 42004

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-321

In the Matter of the Application of the)
CITY OF PENDLETON)
for authority to construct a crossing)
at grade with the tracks and right-of-) ORDER
way of Northern Pacific Railroad Company)
at or near Pendleton in Umatilla County)
in Sec. 11, T. 2 N., R. 32 E., W.M.)

On April 30, 1965, the City of Pendleton acting under the authority of ORS 763.020(2) filed with the Commissioner an Application in the matter above entitled. Although such Application is ostensibly a request for authority to establish a crossing, the construction proposed therein more nearly describes the reconstruction or alteration of an existing crossing.

Applicant alleges that it proposes to construct a public street to be opened and used for travel by the public extending from an intersection with Southeast 2nd and Frazer Avenue to the intersection of Southeast 3rd and Frazer Avenue, Pendleton, in Umatilla County. Also, that in connection therewith it will be necessary to cross the tracks and right of way of Northern Pacific Railroad at a point on Frazer Avenue between the two above named streets. The details as to location and alignment are more fully set forth on a drawing which accompanies the Application and which is designated as Sheet No. 4 of No. 7V-15 entitled "S.E. 9th St. - S.W. 4th St. (Pendleton) Pendleton-John Day Hwy." and dated April, 1962.

It is also alleged that such construction is necessary for the service, accommodation and convenience of the public in order to provide for a better flow of traffic through the city and a more expeditious and convenient access to certain parts thereof by fire fighting and emergency vehicles.

It is further alleged that the great expense of such improvement and other considerations make it impracticable to construct such street above or below the existing grade of the railroad track, and that the following persons are affected by the proposed crossing: Northern Pacific Railroad Company, City of Pendleton, Umatilla County and the State of Oregon.

Copies of the Application and the attached drawing were forwarded to the Western Counsel and the Assistant General Superintendent of Transportation of the Northern Pacific Railway Company in Seattle, Washington, and to the Chief Counsel of the Oregon State Highway Commission in Salem, Oregon. At a later date copies of the Application, the attachments thereto and the related pleadings were forwarded to General Solicitor of Union Pacific Railroad Company in Portland, Oregon.

In an answer to the Application filed by the Oregon State Highway Commission certain admissions and denials are set forth and certain errors in the pleadings are noted. It is also affirmatively alleged therein that the crossing is not adequately protected by the protective devices now installed; that certain other signs should be installed by Railroad at State's expense and maintained by Railroad; that certain provisions for maintenance previously agreed upon should be respected and observed; that the amount of daily vehicle traffic over the crossing is in excess of that amount set forth in the Application, and is 3,000 vehicles per day; that the number of train movements over the crossing as alleged therein is unclear, and that the street of which the crossing is a part is now assigned as USHR No. 395.

On June 8, 1965, the Vice President and Western Counsel of Northern Pacific Railway Company informed the Commissioner that no objections would be made to the granting of the Application of the City of Pendleton and the establishment of the crossing as set forth therein.

In its reply to the answer of Oregon State Highway Commission Applicant admits the allegations affirmatively set forth therein, and prays for the entry of an appropriate order herein without the holding of a public hearing.

ORDER NO. 42004

On August 24, 1965, Union Pacific Railroad Company advised the Commissioner that no formal answer to Application would be filed, nor objections made to the entry of a proper order in accordance with the prayer of Applicant.

The Commissioner was informed that Oregon-Washington Railroad & Navigation Company is a joint owner of the involved trackage, and together with its lessee, the Union Pacific Railroad Company, have an interest therein. Also that such railroad traffic is normally one round trip per day except Sunday for a total of 12 trips each week instead of one movement daily as alleged in the Application.

Careful consideration has been given to all that is set forth above; to the Application and to all related pleadings. Conditions in the field were investigated and found to be substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. The delays that will be occasioned and the expenses that will be incurred by the holding of a public hearing on the matter are unjustified. Good cause appearing, therefore, such hearing will not be held.

Based upon the Application, the record herein and an investigation in the field it is found that:

Applicant is a "Public Authority", Northern Pacific Railway Company, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company are "Railroads", and hereinafter so referred to, and S. E. Frazer Avenue is a "Highway", all as defined in ORS 763.010.

The railroad-highway crossing of a spur track jointly owned by Railroads and operated by Northern Pacific Railway Company, and the eastbound traffic lane of S. E. Frazer Avenue was established prior to 1937. It is denominated as 6B-40.33-C in the Commissioner's Catalog of Railroad-Highway Crossings of that date.

The crossing as detailed for construction in the instant Application, and which was constructed in 1962, is designed for traffic that is materially different as to type and volume than that existing prior to that date. The adjacent highway, of which it is now a part and which was also constructed in 1962, permits the movement of vehicle traffic in one direction only. In order to accommodate it to such vehicular use, certain changes were made in the crossing in 1962 which are defined as "alterations of a crossing" in the Commissioner's Rules and Regulations. This Application will, therefore, be considered as a delayed filing for authority to alter an existing railroad-highway crossing.

As reconstructed, S. E. Frazer Avenue provides for the movement of two lanes of traffic over 15-foot wide roadways, with no physical divider between. This eastbound traffic enters a 12 degree curve right near the crossing, continues through a short straight section and a 32 degree curve left to a junction with old S. E. Frazer Avenue. The highway or street closely parallels a lead connection to local yard tracks through most of this distance and the spur which crosses it is joined to this lead track approximately 100 feet westerly from the crossing. The spur track curves left from its point of departure and the center line of track and highway intersect at an acute angle of less than 30 degrees at a point of intersection designated as Highway Survey Station 22 + 28 and Railroad Survey Station 1 + 94.47.

Applicant's approximation of the amount of vehicle traffic over the crossing is 2,000 cars per day. Oregon State Highway Commission's estimate as to annual average daily traffic is 3,000 vehicles per day.

Two train movements are made over the crossings each day on 6 days of the week. Cars are shoved in a northeasterly direction over the crossing and pulled by the locomotive when traveling in a southwesterly direction. Within this urban area in which they operate, trains and vehicles move at comparatively slow speeds.

In reconstructing the crossing, an island was installed which channels and divides the traffic, and provides a tangent approach to S. E. 3rd Street from the northerly lane. This 21-foot wide northerly eastbound lane which permits vehicles to turn left on S. E. 3rd Street also crosses the spur track at a point some 85 feet northeasterly from the center of the main highway, and this crossing is considered to be a part hereof.

Nothing obstructs the view of oncoming trains as drivers approach the crossing from the west.

Crossing signs should be properly installed to warn eastbound vehicle drivers of the existence and location of the crossing.

Applicant proposes that the costs of construction and maintenance of the crossing be borne by the Oregon State Highway Department.

Oregon State Highway Commission in its answer alleges that State, at its expense, should furnish and install the surfacing upon the track structure. Also, that said structure should be prepared to receive the paving by Railroad at Railroad's expense. Further, that the track and the crossing, including the surfacing thereof, should be maintained at the expense of Railroad pursuant to the provisions of the franchise issued by the City of Pendleton, by which authority the railroad occupies the city streets.

The crossing was reconstructed in 1962 pursuant to the above, and no objections are made by either Applicant or Railroad as to Oregon State Highway Commission's proposal for such sharing of work and bearing of costs. All parties are now in agreement therewith, and such proposals are herein approved.

Applicant proposes that standard railroad signs be installed to warn and protect vehicle traffic, and that the costs of installation and maintenance of the signs be borne by the Oregon State Highway Department.

State, in its answer alleges that Public Utility Commissioner's Standard No. 1R Reflectorized Crossbucks should be installed by Railroad on each side of Frazer Avenue facing the eastbound traffic at the expense of the state and thereafter maintained at Railroad's expense. No objections are made to State's proposal and said proposal for the installation and maintenance of the signs is approved.

No objections are made to the proposed plan for the alteration of crossing 6B-40.33-C, for its maintenance thereafter or to the protection that should be afforded. The proposals for the allocation of work necessary to its reconstruction and the bearing of costs therefor are fair and reasonable and they are approved. After its reconstruction and the installation of the protective devices as set forth above, the altered crossing will be safe and adequate for the anticipated normal rail and vehicular use.

From the foregoing it is concluded that it is in the public interest that the Application be granted. It is therefore

ORDERED that the Application of the City of Pendleton for authority to alter the crossing at grade of Railroad's spur track and S. E. Frazer Avenue designated as Crossing No. 6B-40.33-C in the City of Pendleton, be and the same is hereby granted under the following terms and conditions:

1. The crossing shall conform as to location, angle of intersection, elevation, grade and general design with the plan and profile submitted with the Application and above identified;

2. The crossing shall be maintained even with the top of rail for the full traveled width of the roadway with such durable material as will make a satisfactory and smoothly contoured roadway surface;

3. There shall be installed to the west of the crossing on each side of the street facing eastbound traffic, one Commissioner's Standard No. 1R Reflectorized Crossing Sign;

4. All work in connection with the alteration and maintenance of the crossing and the installation and maintenance of the crossing signs shall otherwise be done and the costs thereof shall be borne in accordance with the proposals set forth and approved in the

above findings of the Commissioner and it is further

ORDERED that the designation 6B-40.33-C presently assigned shall be continued as a means of identification of the crossing in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 21st day of October, 1965.

Public Utility Commissioner

(SEAL)

30-1153
7653

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON 97801

June 18, 1965

759

REFERRED TO
Klaboe

BW
~~70~~
~~7/15~~
7/22

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

On a recent visit to Salem, Mr. Jack Confort and I discussed with Mr. Lloyd Shaw the proposed construction of an underpass on S. W. Emigrant Avenue to provide emergency access to the south side area in Pendleton. This problem is currently being reviewed by the highway department and preparation of an estimate of cost of the project is underway.

Dup. 7/21

Enclosed is information relative to determination of the cost of necessary land acquisition. The material being forwarded includes three maps and a summary of the valuation of individual parcels, including land and buildings. Valuations were obtained from Umatilla County assessor records which recently were up-dated to reflect current market value. The figures as shown are the county assessors determination of current market value.

I will be happy to provide any further assistance which would expedite your work on this project.

Very truly yours,

Anton Groh

Anton Groh
City Engineer

AG:mc

NOTED
F B KLABOE

RECEIVED
JUN 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Referred to Barbee 6-23
note: for use in
preparing estimate.

THE WORLD'S ROUND UP CITY
(Maps sent also)

City of Pendleton
Engineering Department
June, 1965

S. W. EMIGRANT AVENUE UNDERPASS
PROPERTY VALUATION

Note: Valuation for land & buildings obtained from Umatilla County Assessor records.

I. Map No. 2N 32 10CA

		Valuation		
TL No.	Block & Lot	Land	Buildings	Total
100	B-47, L-7,8,9	$17,800.00	$22,000.00	$39,800.00
300	B-46, L-8	420.00	2,470.00	2,890.00
400	B-46, L-8,9 (E1/2)	4,400.00	6,880.00	11,280.00
500	B-46, L-8,9 (W1/2)	6,240.00	5,240.00	11,480.00
600	B-46, L-10,11 (E1/2)	6,240.00	6,960.00	13,200.00
700	B-46, L-10,11 (W1/2)	6,240.00	660.00	6,900.00
1700	B-45, L-8	1,200.00	3,360.00	4,560.00
1800	B-45, L-9	7,520.00	11,240.00	18,760.00
1900	B-45, L-10,11 (E1/2)	5,640.00	11,240.00	16,880.00
2000	B-45, L-10,11 (W1/2)	6,880.00	1,640.00	8,520.00
10300	B-87, L-1,2,13,14	25,000.00	------	25,000.00
	60' Vac. R/W (SW 14th)	7,500.00	-----	7,500.00
	B-86, L-1,2,13,14	25,000.00	------	25,000.00

2. Map No. 2N 32 10DB

600	B-84, L2,3	600.00	6,840.00	7,440.00
1500	B-84, L 13,14	1,320.00	4,080.00	5,400.00
1600	B-85, L-1,2,13,14	25,000.00	--------	25,000.00

City of Pendleton
Engineering Department
June, 1965

S. W. EMIGRANT AVENUE UNDERPASS
PROPERTY VALUATION

Note: Valuation for land & buildings obtained from Umatilla County Assessor records.

1. Map No. 2N 32 10CA

		-------Valuation		
TL No.	Block & Lot	Land	Buildings	Total
100	B-47, L-7,8,9	$17,800.00	$22,000.00	$39,800.00
300	B-46, L-8	420.00	2,470.00	2,890.00
400	B-46, L-8,9 (E1/2)	4,400.00	6,880.00	11,280.00
500	B-46, L-8,9 (W1/2)	6,240.00	5,240.00	11,480.00
600	B-46, L-10,11 (E1/2)	6,240.00	6,960.00	13,200.00
700	B-46, L-10,11 (W1/2)	6,240.00	660.00	6,900.00
1700	B-45, L-8	1,200.00	3,360.00	4,560.00
1800	B-45, L-9	7,520.00	11,240.00	18,760.00
1900	B-45, L-10,11 (E1/2)	5,640.00	11,240.00	16,880.00
2000	B-45, L-10,11 (W1/2)	6,880.00	1,640.00	8,520.00
10300	B-87, L-1,2,13,14	25,000.00	------	25,000.00
	60' Vac. R/W (SW 14th)	7,500.00	-----	7,500.00
	B-86, L-1,2,13,14	25,000.00	-------	25,000.00

2. Map No. 2N 32 10DB

600	B-84, L2,3	600.00	6,840.00	7,440.00
1500	B-84, L 13,14	1,320.00	4,080.00	5,400.00
1600	B-85, L-1,2,13,14	25,000.00	----------	25,000.00

3. Map No. 2N 32 10AC

		Valuation		
TL No.	Block & lot	Land	Buildings	Total
11000A1	B-51, L,6,7,8,9	$33,000.00	$ -------	$33,000.00
	60' Vac R/W (SW 9th)	9,900.00	--------	9,900.00
	B-50, L-6,7,8,9	33,000.00	--------	33,000.00
	E 15' Vac. R/W	2,485.00	--------	2,485.00
	W 15' Vac. R/W	2,485.00	--------	2,485.00
	B-49, L-6,7,8,9	33,000.00	--------	33,000.00
	60' Vac. R/W (SW 11th)	9,900.00	--------	9,900.00
	B-48, L-6,7,9	24,750.00	--------	24,750.00
13600	B-83, L-1,2,13,14	24,750.00	--------	24,750.00
	60' Vac. R/W (SW 10th)	9,900.00	--------	9,900.00
	B-82, L-1,2,13,14	33,000.00	--------	33,000.00
13500	B-81, L-13,14	16,520.00	120.00	16,640.00
12400	B-81, L-2	9,920.00	18,200.00	28,120.00
12300	B-81, L-1	2,000.00	5,360.00	7,360.00

City of Pendleton
Engineering Department
June, 1965

S. W. EMIGRANT AVENUE UNDERPASS
PROPERTY VALUATION

Note: Valuation for land & buildings obtained from Umatilla County Assessor records.

I. Map No. 2N 32 10CA

		Valuation		
TL No.	Block & Lot	Land	Buildings	Total
100	B-47, L-7,8,9	$17,800.00	$22,000.00	$39,800.00
300	B-46, L-8	420.00	2,470.00	2,890.00
400	B-46, L-8,9 (E1/2)	4,400.00	6,880.00	11,280.00
500	B-46, L-8,9 (W1/2)	6,240.00	5,240.00	11,480.00
600	B-46, L-10,11 (E1/2)	6,240.00	6,960.00	13,200.00
700	B-46, L-10,11 (W1/2)	6,240.00	660.00	6,900.00
1700	B-45, L-8	1,200.00	3,360.00	4,560.00
1800	B-45, L-9	7,520.00	11,240.00	18,760.00
1900	B-45, L-10,11 (E1/2)	5,640.00	11,240.00	16,880.00
2000	B-45, L-10,11 (W1/2)	6,880.00	1,640.00	8,520.00
10300	B-87, L-1,2,13,14	25,000.00	------	25,000.00
	60' Vac. R/W (SW 14th)	7,500.00	-----	7,500.00
	B-86, L-1,2,13,14	25,000.00	-------	25,000.00

2. Map No. 2N 32 10DB

600	B-84, L2,3	600.00	6,840.00	7,440.00
1500	B-84, L 13,14	1,320.00	4,080.00	5,400.00
1600	B-85, L-1,2,13,14	25,000.00	----------	25,000.00

3. Map No. 2N 32 10AC

TL No.	Block & Lot	Valuation		Total
		Land	Buildings	
11000A1	B-51, L,6,7,8,9	$33,000.00	$ -------	$33,000.00
	60' Vac R/W (SW 9th)	9,900.00	--------	9,900.00
	B-50, L-6,7,8,9	33,000.00	--------	33,000.00
	E 15' Vac. R/W	2,485.00	--------	2,485.00
	W 15' Vac. R/W	2,485.00	--------	2,485.00
	B-49, L-6,7,8,9	33,000.00	--------	33,000.00
	60' Vac. R/W (SW 11th)	9,900.00	--------	9,900.00
	B-48, L-6,7,9	24,750.00	--------	24,750.00
13600	B-83, L-1,2,13,14	24,750.00	--------	24,750.00
	60' Vac. R/W (SW 10th)	9,900.00	--------	9,900.00
	B-82, L-1,2,13,14	33,000.00	--------	33,000.00
13500	B-81, L-13,14	16,520.00	120.00	16,640.00
12400	B-81, L-2	9,920.00	18,200.00	28,120.00
12300	B-81, L-1	2,000.00	5,360.00	7,360.00

JNH:ja
5-20-65

Pux 569

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of)
The City of Pendleton for authority)
to construct a crossing at grade)
with the tracks and right-of-way of)
Northern Pacific Railroad Company)
at or near Pendleton in Umatilla)
County in S 11, T 2N, R 32E, W.M.)

No. SXF-321

ANSWER OF
OREGON STATE HIGHWAY COMMISSION

Comes now Respondent State of Oregon, by and through its State Highway Commission, and for its Answer to the Application in the above-titled matter and cause, respectfully admits and denies as follows:

I

Admits Paragraphs 1, 3, 4, 5, 6, 9 and 11.

II

Denies in part and affirmatively alleges in respect to Applicant's Application:

A. In respect to Paragraph 2, the proper authority for the Application is ORS 763.020(2).

B. In respect to Paragraph 7, does not deny the visibility restrictions recited, but points out that sight distances and sight lines do not appear on the attached drawing which is unidentified in the Application.

C. In respect to Paragraph 8, Respondent denies that said crossing will be adequately protected with "standard" cross buck signs; said crossing should be protected by Public Utility Commissioner's No. 1R Reflectorized Cross Bucks to be furnished and installed by the Railroad on each side of said S. E. Frazer Avenue, facing the eastbound traffic thereon, at the expense of the State; thereafter Railroad shall maintain the same at its expense. Further,

ilities & Railroad Attorney

JNH:ja
5-20-65

the cost of maintaining the crossing, including the surfacing thereon, shall be at the expense of the Railroad, pursuant to the provisions of the franchise issued by the City of Pendleton and under which the Railroad occupies the city streets. State shall, at its expense, furnish and install the surfacing upon Railroad's track structure; said structure to be prepared to receive the same by Railroad at Railroad's expense.

D. In respect to Paragraph 10, Respondent's 1963 traffic count indicates that the annual average daily traffic over the crossing is 3,000 vehicles rather than the 2,000 alleged by Applicant. Further, the number of train movements across the crossing is unclear - this being a dead-end industrial spur track.

E. In respect to Paragraph 12, there is routed over said Frazer Avenue, State's John Day Highway, Primary State Highway No. 28, a part of the State Highway System; said highway has also been assigned U. S. Route No. 395.

WHEREFORE, having fully Answered said Application, Respondent prays for an order or orders in compliance herewith, as may be just in the premises.

Dated at Salem, Oregon, this 24th day of May, 1965.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By____________________________
J. N. HERSHBERGER
Utilities & Railroad Attorney

& Railroad Attorney

JNH:ja
5-20-65

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Answer is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 24th day of May, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Answer and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

Utilities & Railroad Attorney

JNH:ja
5-20-65

Pux 570

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the matter of the application of The City of Pendleton for authority to construct a crossing at grade with the tracks and right-of-way of Union Pacific Railroad Company at or near Pendleton in Umatilla County in S 11, T 2N, R 32E, W.M.	No. SXF-322 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now Respondent State of Oregon, by and through its State Highway Commission, and for its Answer to the Application in the above-titled matter and cause, respectfully admits and denies as follows:

I

Admits Paragraphs 3, 4, 6, 9 and 11.

II

Denies in part and affirmatively alleges in respect to Applicant's Application:

A. In respect to Paragraph 1, line 1, the word "application" should be stricken and the word "applicant" substituted therefor.

B. In respect to Paragraph 2, the proper authority for the Application is ORS 763.020(2).

C. In respect to Paragraph 5, Oregon-Washington Railroad & Navigation Company, owner, should appear as an affected party and Union Pacific Railroad Company should be designated as "Lessee".

D. In respect to Paragraph 7, it does not deny the visibility restrictions recited, but points out that sight distances and sight lines do not appear on the attached drawing which is unidentified in the Application.

E. In respect to Paragraph 8, Respondent denies that said crossing will be adequately protected with "standard" cross buck signs; said crossing

JNH:ja
5-20-65

should be protected by Public Utility Commissioner's No. 1R Reflectorized Cross Bucks, furnished and installed by the Railroad on each side of said S. E. Frazer Avenue, facing the eastbound traffic thereon, at the expense of the State; thereafter Railroad shall maintain the same it its expense. Further, the cost of maintaining the crossing, including the surfacing thereon, shall be at the expense of the Railroad, pursuant to the provisions of the franchise issued by the City of Pendleton and under which the Railroad occupies the city streets. State shall, at its expense, furnish and install the surfacing upon Railroad's track structure; said structure to be prepared to receive the same by Railroad at Railroad's expense.

F. In respect to Paragraph 10, Respondent's 1963 traffic count indicates that the annual average daily traffic over the crossing is 3,000 vehicles rather than the 2,000 alleged by Applicant. Further, the number of train movements across the crossing is unclear - there being a transfer track from Northern Pacific Railway to Union Pacific Railroad Company tracks, and an industrial spur track from the Union Pacific Railroad Company tracks to a flour mill, which are both crossed by Frazer Avenue traffic and actually constitute two crossings.

G. In respect to Paragraph 12, there is routed over said Frazer Avenue, State's John Day Highway, Primary State Highway No. 28, a part of the State Highway System; said highway has also been assigned U. S. Route No. 395.

WHEREFORE, having fully Answered said Application, Respondent prays for an order or orders in compliance herewith, as may be just in the premises.

Dated at Salem, Oregon, this 24th day of May, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By______________________________
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
5-20-65

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission, and that the foregoing Answer is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 24th day of May, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Answer and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
5-20-65

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission, and that the foregoing Answer is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 24th day of May, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Answer and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
MAY 10 1965
FOR FILING

30-1145
7653

May 7, 1965

23

Mr. M. O. Gardner
City Manager
City of Pendleton
Post Office Box 190
Pendleton, Oregon 97801

Re: Railroad Grade Separations
Emigrant Avenue
Pendleton

Dear Mr. Gardner:

As requested by letter of April 27, we have reviewed our old file on railroad grade separations at Emigrant Avenue in Pendleton.

These studies were made in 1954 and at that time we started out on the basis of a two-lane separation with estimates including right-of-way of $805,000 for going under the railroad as opposed to $853,000 for going over. On this basis the underpass was to be studied further but was abandoned when it was realized that traffic build up was such that a four-lane facility should be constructed if money was to be put into a separation structure. Estimates for four-lane separations, including right-of-way, were $1,162,500 for going under and $1,202,000 for going over the railroad. On this basis the four-lane overcrossing was partially designed.

It became apparent that the budget could not stand the expense of the four-lane separation and to build less was abandoned as impractical, so the project was abandoned. The prices quoted were from our 1954 files and would definitely need updating, especially right-of-way. I would not hazard a guess as to present cost of any of the alternates but the figures should still be relative, one to another, and definitely low.

As a matter of interest, the overcrossing pattern would start up at approximately 8th Street and get back down at 19th Street. The undercrossing line would start down at about 10th Street and get up to present street level at about 13th Street. Possibly some of our design criteria or requirements of the railroad have changed in the past eleven years which would revise this, along with the price tag.

There was no question of feasibility in the abandonment of this project, only the matter of money.

These studies were made long before there was any thought of an Emigrant-Fraser couplet and no planning was done to try to get a couplet to the four-lane structure. Separate two-lane structures at each site would, of course, be considerably higher than the one four-lane separation, and it would appear from the angle of crossing of the railroad that a separation of Fraser would be substantially more expensive than at Emigrant.

Detailed plans are not available since a thorough review would need to be made to be sure the design would be currently acceptable to both the railroad and others.

Xerox copies of a 1954 artist's conception of the four-lane overcrossing is enclosed.

Very truly yours,

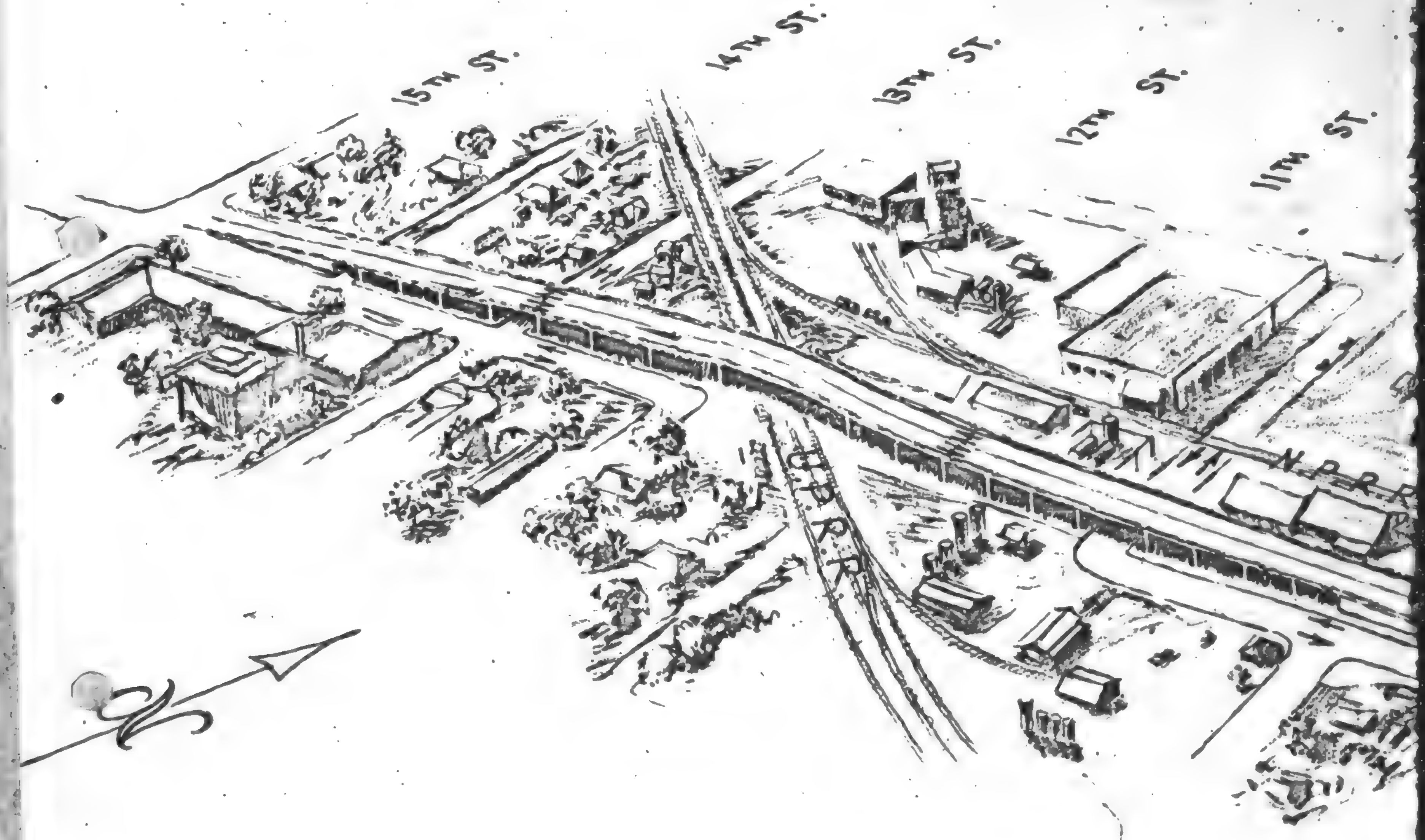
Forrest Cooper
State Highway Engineer

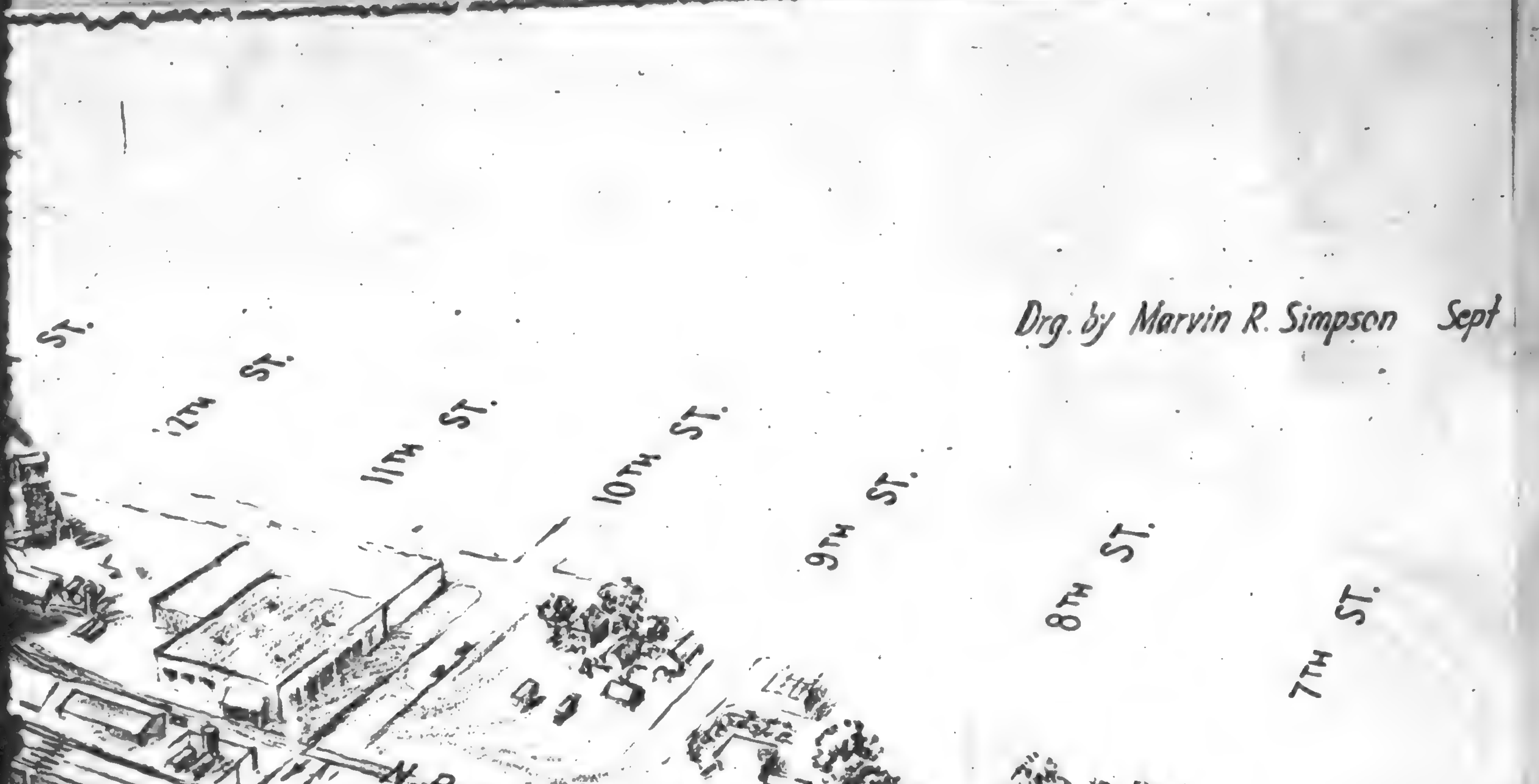
By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Morgan

ADO:jp arb


15TH ST.
14TH ST.
13TH ST.
12TH ST.
11TH ST.
U.P.R.R.
N.P.R.R.
N


ST.
12TH ST.
11TH ST.
10TH ST.
9TH ST.
8TH ST.
7TH ST.
N.P.R.R.

Drg. by Marvin R. Simpson Sept

Underpass

3-6-61

	2 Lanes	4 Lanes
Grade & Pave	40,000	132,000
structures	630,000	935,000
R. R. Traffic during const.	40,000	40,000
Total const.	# 710,000	# 1,107,000
R/W.	95,000	95,000
Total	# 805,000	# 1,202,000

Overcrossing

	2 Lanes	4 Lanes
Grade & Pave	76,000	108,500
structures	513,000	790,000
Total Const.	# 589,000	# 898,500
R/W	264,000	264,000
Total	# 853,000	#1,162,500

Emigrant ave Grade Separation
Pendleton

30-1145
7653

THE CITY OF PENDLETON

P. O. Box 1122
PENDLETON, OREGON

April 29, 1965

258

admin

Klaboe

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

As you no doubt know, the two-way couplet project of the State Highway Department and the City of Pendleton on S. E. Frazer Avenue in the City of Pendleton long since has been completed and is across the railroad tracks of each Northern Pacific Railway and Union Pacific Railroad. However, after this project was completed it was discovered that the procedure in approving the change in the crossing had not been followed and the application had not been filed with the Public Utility Commissioner.

The City agreed with the State Highway Commission that it would take care of this procedure and the enclosed petitions are for that purpose.

Respectfully yours,

Gene B. Conklin
City Attorney

GBC/m

Enc.

cc: Mr. M. O. Gardner
City Manager
The City of Pendleton

BLW
5-11

T. P. Morgan 5-4

w/ cc

In the matter of the application of)
The City of Pendleton for authority)
to construct a crossing at grade)
with the tracks and right-of-way of)
Union Pacific Railroad Company at)
or near Pendleton in Umatilla)
County in S 11, T 2N, R 32E, W.M.)

The applicant herein respectfully represents:

1. That the name and address of your application are The City of Pendleton, Pendleton, Oregon.

2. This application is made under authority of ORS 763.150.

3. That the applicant proposes to construct a public street and railroad crossing to be open to and used for travel by the public extending from the intersection of S. E. 3rd Street and Fraser Avenue in the County of Umatilla to the intersection of S. E. 4th Street and Fraser Avenue in the County of Umatilla and that it will be necessary to cross the right-of-way and tracks of the Union Pacific Railroad at a point on Fraser Avenue between S. E. 3rd and S. E. 4th and which is more fully set forth by plans and specifications attached hereto and by this reference made a part hereof.

4. That it is impractical to construct said street either above or below grade due to the great expense of such improvement and the lack of such funds by the city for such purpose.

5. That the following persons are affected by the proposed crossing: Union Pacific Railroad Company, The City of Pendleton, Umatilla County and the State of Oregon.

6. That the construction of such crossing at grade is necessary and proper for the service, accommodations and convenience of the public for the following reasons:

a. By providing more expeditious passage of fire-fighting equipment and other emergency vehicles from one portion of the city to the other.

b. By providing more convenient access of the public residing in the residential area east of said tracks to the business area of the city.

c. It will provide for a better flow of traffic through the city.

7. The vision of trains approaching the crossing is not limited from points on the highway 50 feet and 400 feet from the intersection by (brush, trees, houses, contour of ground, curves, etc.) as indicated by sight lines shown on the drawing attached to the application.

8. That the applicant proposes, for the purpose of protecting traffic across said crossing that there be installed standard railroad crossing signs and that the cost of installation and maintenance of the same and cost of construction and maintenance of the crossing be borne by the Oregon State Highway Department.

9. That the street will approach the crossing on an ascending grade of 0.916% from the West and on a descending grade of 0.352% from the East as shown on attached profile drawing.

10. That the average volume of vehicular traffic over the crossing is 2,000 cars per day, and that the average volume of train movements is one (1) train per day.

11. That said proposed construction is in the SW 1/4 of the NW 1/4 of Section 11 in Township 2N, Range 32E, W.M., in Umatilla County.

12. Such street is a part of the Oregon State Highway system being Highway 395.

WHEREFORE, applicant prays for an order permitting construction in accordance herewith, or for such other and further order as may be proper in the premises.

DATED at Pendleton, Oregon, this 29th day of April, 1965.

/s/ Rudy R. Enbysk
Mayor

/s/ Gene B. Conklin
City Attorney

Sta[illegible]regon) ss.
County of [illegible]

I hereby certify that the foregoing copy is a full, true and correct copy of the original thereof.

Gene B Conklin
Its Attorney for Applicant

RECEIVED
APR 16 1965
FOR FILING

FORM 2-30 26M 7-64 SP*6229-734

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1965

SUBJECT: Railroad Grade Separation
City of Pendleton

To:
Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to Mr. Shaw's letter of March 30 in regard to the feasibility of a railroad grade separation on S.W. 13th Street in the City of Pendleton.

A rough investigation of railroad grade separations in general shows that on ground such as this, going under the railroad will require grade changes on a city street for approximately 350 to 400 feet each side of the railroad. For streets over the railroad 700 to 800 feet is needed on each side, using 6% grades and a 30 mph vertical curve.

Inspection of the S.W. 13th Street crossing shows that it is only 200 feet south of the center line of Dorion Avenue, the main eastbound leg of the existing Highway 30 couplet, and only 230 feet north of S.W. Emigrant Avenue (Highway 395). Therefore, going either over or under the railroad will require either lowering the grades of these streets from 6 to 8 feet or else raising them 25 to 30 feet. (The railroad is approximately 5 feet above Dorion and 8 feet above Emigrant along 13th Street.)

Mel Gardner, City Manager of Pendleton, was in this office April 9 and discussed this briefly. He seemed to agree that neither of these grade changes in the streets would be practical and that if a railroad grade separation were to be built, it should be along the Emigrant or Emigrant-Frazer Avenue route.

I believe we will be getting a request from the City of Pendleton for information on our original studies on undercrossings and overcrossings of the railroad on Emigrant Avenue and I am having the material gathered.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D Olson
Urban Engineer

ADO:jp

NOTED
F.B. KLABOE

RECEIVED
APR 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

c

VED
1965
LING
-1145
7653

Salem, Oregon
March 30, 1965

Mr. F. D. Morgan
Construction Engineer

The attached Interdepartmental Memo from the City of Pendleton was handed to me by Mel Gardner, March 29. It requires no action concerning the City but no doubt will become the basis for a request for assistance at a later date. The railroad grade separation at S. W. 13th Street would improve fire and emergency access from one side of the track to the other.

Please have a rough profile worked up to determine the type of design standards that might be met without changing several blocks of established grades on S. W. Dorion and S. W. Emigrant.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
L. L. Porter
Victor D. Wolfe

NOTED
F. B. KLABOE

CITY OF PENDLETON
INTERDEPARTMENTAL MEMORANDUM

TO: City Manager

DATE: March 26, 1965

FROM: City Engineer

SUBJECT: Railroad Undercrossing on S. W. 13th Street

A proposal which deserves consideration is provision of a railroad undercrossing on S. W. 13th Street between Dorion and Emigrant Avenues. A topographical map of the area is attached.

At this time a subject of considerable discussion by the people of the community is the problem of train movements blocking railroad grade crossings across City streets and the consequent delays particularly as affecting fire department apparatus. Most of the discussion has centered on the provision of railroad grade separations on the Emigrant-Frazer one-way couplet.

Provision of a railroad underpass on S. W. 13th Street has considerable merit. It would postpone construction of railroad grade separation structures on Emigrant and Frazer Avenues. It provides a north-south connecting street between the Court-Dorion and the Emigrant-Frazer couplets, regardless of train movements.

In the Oregon State Highway Department report of 1955 on the Traffic Survey of the City of Pendleton the improvement of S. W. 13th Street was given a high priority. A portion of this report is quoted as follows:

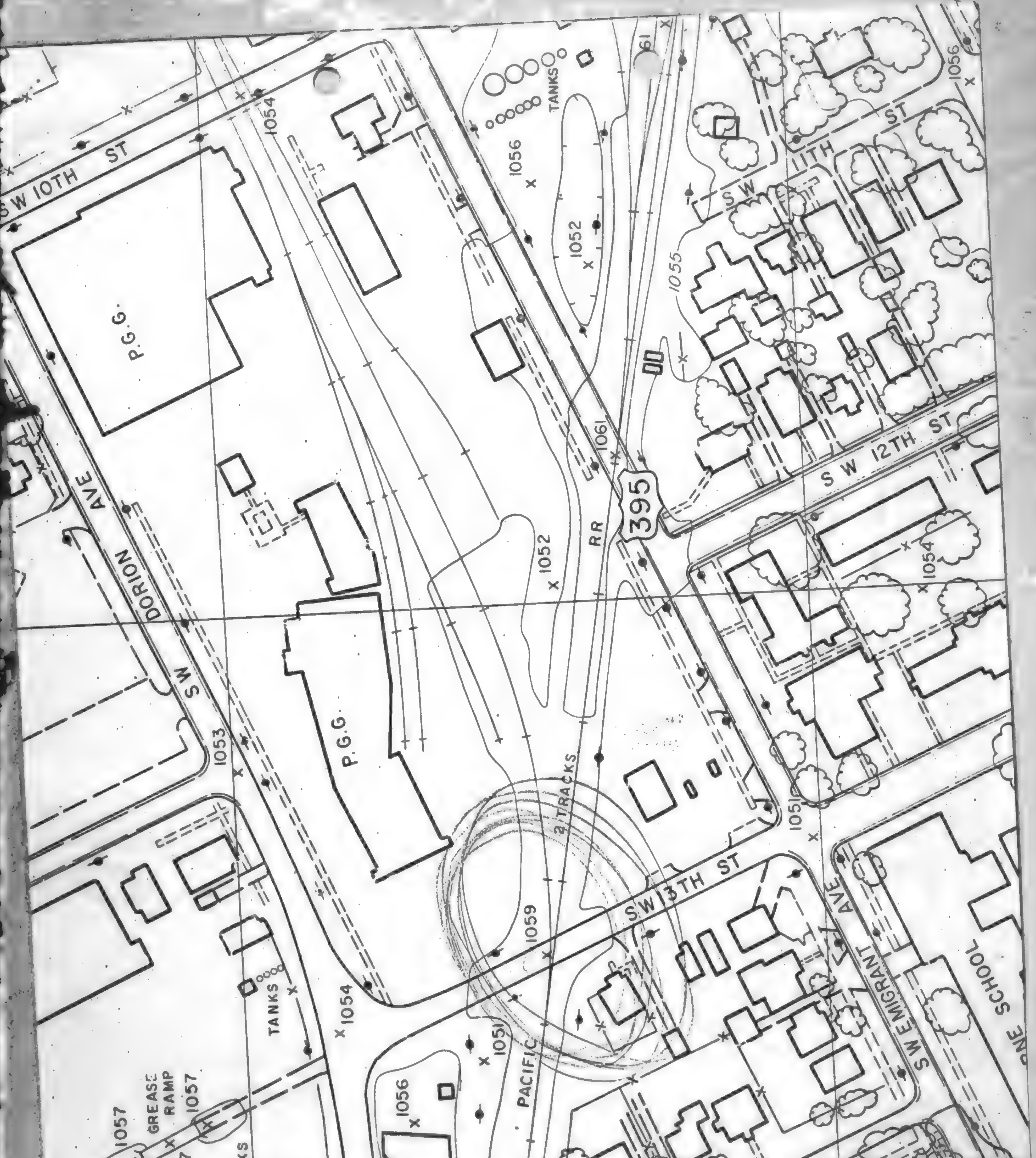
> " The implementation of the Emigrant-Frazer Avenue couplet will create certain problems with regard to north-south movements near the westerly end of the couplet. There is presently no north-south street west of S. W. Sixth Street, which connects Court, Dorion, Emigrant and Frazer Avenues. It will be important to the success of the Emigrant-Frazer Avenue couplet to have one cross street connecting it with both legs of the Court-Dorion Avenue couplet."

I suggest, therefore, the State Highway Department be requested to review this proposal.

Tony Groh, City Engineer

mc

Enc: Area Map


S W 10TH ST
P.G.G.
P.G.G.
S W DORION AVE
1054
1056
TANKS
1052
1055
1061
61
395
R R
1052
1056
S W 11TH ST
S W 12TH ST
1054
1051
2 TRACKS
S W 13TH ST
1059
1053
1054
TANKS
GREASE RAMP
1057
1057
1057
1057
TANKS
1056
1051
1051
PACIFIC
S W 14TH ST
S W EMIGRANT AVE
ONE SCHOOL
1053

THE CITY OF PENDLETON

P. O. Box 190
PENDLETON, OREGON

July 23, 1963

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The City Council, at its meeting on July 16, 1963, instructed me to contact your department concerning the extension of the Emigrant-Frazer couplet from S.W. 4th to the vicinity of S.W. 23rd. I am sure you agree that the present traffic volume, as well as that forecast, more than justifies the completion of this couplet. Emigrant Avenue, in its present width and condition, cannot properly handle such a volume of traffic.

To show its good faith, the City of Pendleton is willing to contribute $125,000 in the form of the S.W. area storm sewer, as indicated on the attached map. To date $65,000 has been expended on this project. It is expected that $30,000 from a bond issue will be expended in the next few months to extend the sewer to the point where it would be out from under Frazer Avenue, so as to not interfere with the couplet. The balance of the storm sewer will then be completed in the very near future on a year to year basis. Having this storm sewer available will then make it possible to properly drain the couplet, making it necessary to install only laterals and catch basins.

We would appreciate your consideration of this couplet extension at your earliest convenience, advising when you think construction will take place, and any other details pertaining to the project.

Sincerely yours,

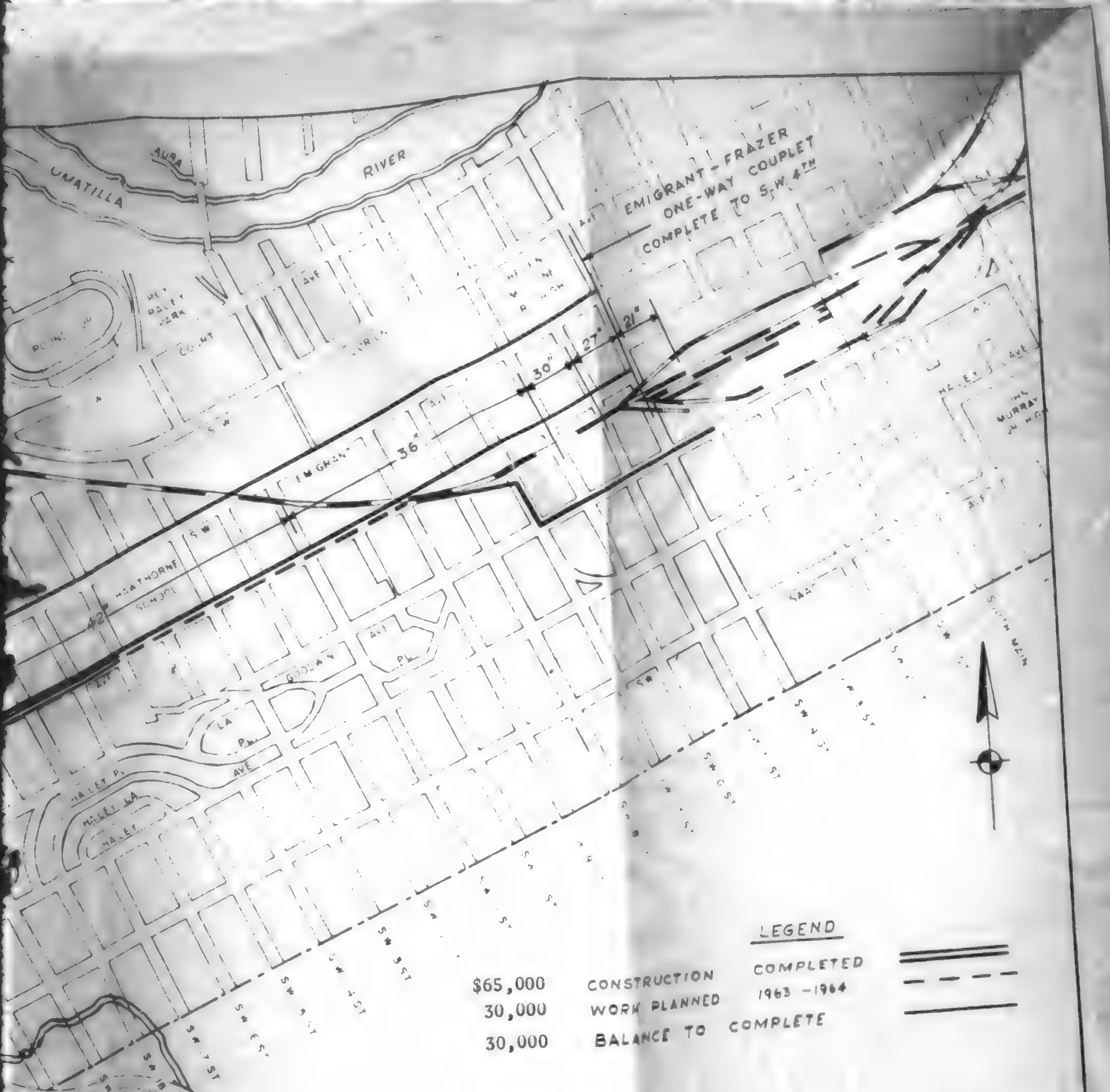
M. O. Gardner
City Manager

MOG:dpm

THE WORLD'S ROUND-UP CITY

RECEIVED
JUL 24 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 24 1963
OREGON
STATE HIGHWAY COMMISSION


UMATILLA
RIVER
AURA
EMIGRANT - FRAZER
ONE-WAY COUPLET
COMPLETE TO S.W. 4TH
36"
30"
27"
21"
42"
EMIGRANT
S.W.
HAWTHORNE
SCHOOL
GOODWIN
AVE
PL
LA
HALEY PL
HALEY LA
HALEY
HALEY AVE
MURRAY
S.W. 5 ST
S.W. 17 ST
S.W. 18 ST
S.W. 20 CT
S.W. 21 ST
CREEK

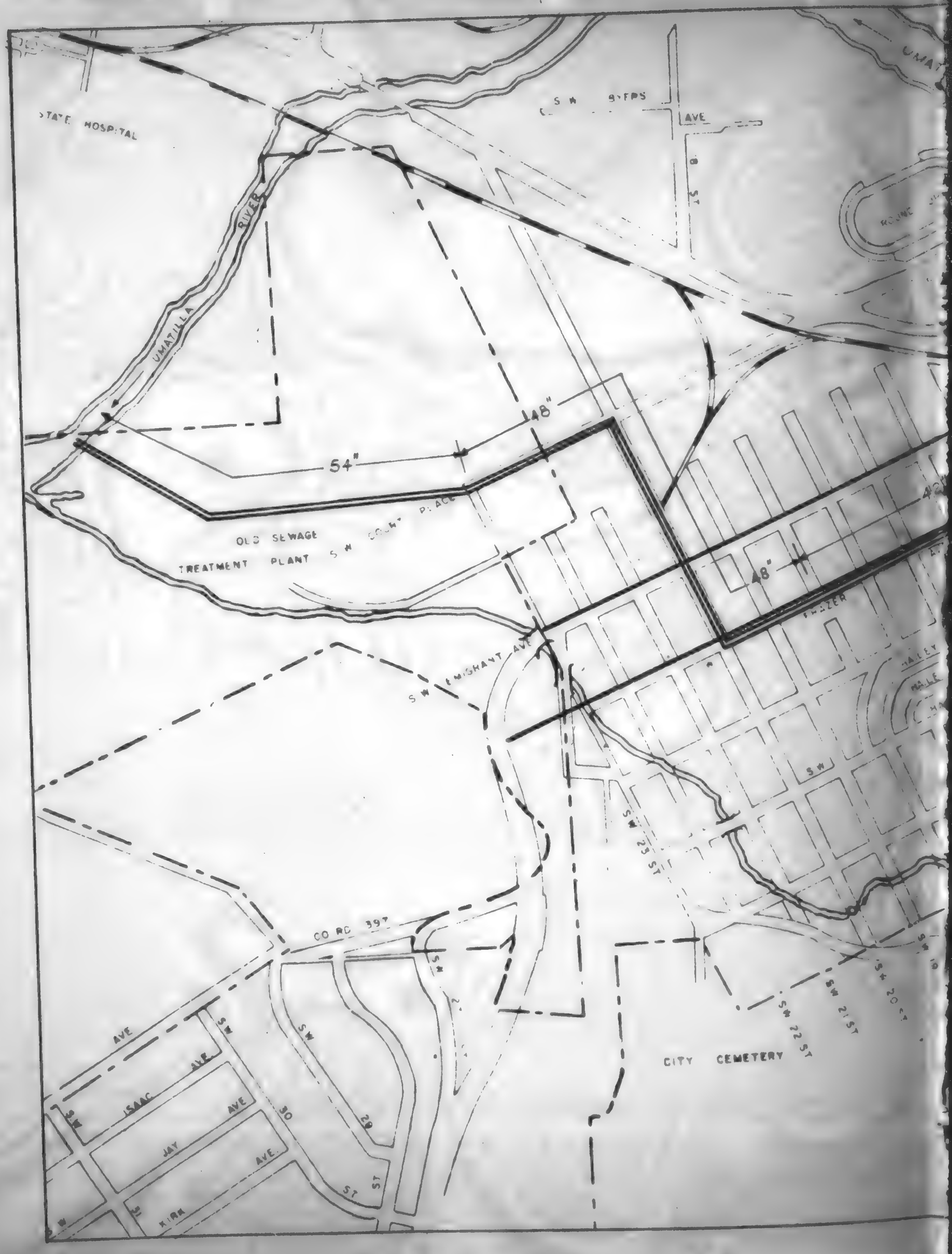
LEGEND

$65,000	CONSTRUCTION COMPLETED	═══
30,000	WORK PLANNED 1963 – 1964	– – –
30,000	BALANCE TO COMPLETE	───

CITY OF PENDLETON
ENGINEERING DEPT.

S.W. AREA STORM SEWER
GENERAL LAYOUT

	7-16-1963	SHEET 1 OF 1
SCALE 1" = 600'		
DRWN. BY F.K.	CHKD BY. A.G.	


STATE HOSPITAL
UMATILLA RIVER
S W BYERS AVE
8 ST
UMAT
ROUND
48"
54"
OLD SEWAGE TREATMENT PLANT
S W COURT PLACE
48"
FRAZER
HAILEY
S W EMIGRANT AVE
S W
S W 23 ST
CO RD 397
S W
AVE
S W
ISAAC AVE
JAY AVE
KIRK AVE
S W 30 ST
29 ST
CITY CEMETERY
S W 22 ST
S W 21 ST
S W 20 ST
S W 19

RECEIVED
JUN 12 1963
FILING

Mr. Cooper

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

30-1145
7653

June 4, 1963

Oregon State Highway Commission

Re: File R-31749
Emigrant Avenue-
Frazer Avenue
Couplet Section
Pendleton-John Day
Highway

Gentlemen:

As a part of the agreement for the purchase of land from Ella Moore, now deceased, for the construction of the Emigrant Avenue-Frazer Avenue Couplet in Pendleton, the State agreed "to reconstruct curbs and sidewalks where disturbed in the taking".

This being a City-State project, the City of Pendleton assessed the property owners for its share of construction, including its share of the cost of replacing the curbs and sidewalks in the area of the taking. Action against the State on this agreement has been threatened for some time by the owner's attorney.

The agreement was handled by an agent no longer with the Department, and the part as to the reconstruction of curbs and sidewalks should not have been made in light of the City's assessments. Nevertheless, the State is bound by this agreement. Of the assessment of $387.00 levied against the property, the attorney for the Estate of Ella Moore, Deceased, has agreed to accept $125.00 in full settlement of all obligations of the State.

Payment of the above sum is recommended.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

G. E. ROHDE
Assistant Counsel

cc: Forrest Cooper
R. L. Porter
Lloyd Shaw
P. M. Stephenson
Tom Edwards
Floyd Query
C. H. Maison
Robert Y. Thornton
John Phillips
I. A. DeFrance

GER:hg

NOTED
FORREST COOPER

RECEIVED
JUN 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

Salem, Oregon
January 28, 1963

Interstate 80N
Emigrant-Frazer Street
Couplet Interchange
Pendleton Section

Mr. Forrest Cooper
State Highway Engineer
Office

A reconnaissance study of a possible east-west couplet in Pendleton is submitted in response to your request of November 16. The couplet utilizes S. W Emigrant Avenue for westbound traffic and S. W. Frazer Avenue (and an extension westerly thereof) for eastbound traffic.

An interchange design connects the couplet to the proposed "south route" of Interstate 80N near its crossing of US395. Interstate participation limits are shown as red lines across the connecting ramps.

The noninterstate construction is estimated to cost roughly $160,000, with right-of-way cost at $243,000.

The interstate construction is estimated at $46,000, with $219,000 for right of way.

Lloyd P. Shaw
Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajr

Attachment

FORM E-90 30M 5-62 43908

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

January 15, 1963

SUBJECT: Extension of the Emigrant-Frazer Couplet Westerly to Interstate Route #5

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

In reply to your letter of November 20th concerning the subject matter, I am sending herewith a copy of the proposed Emigrant-Frazer extension of the one-way couplet westerly to the connection with the Interstate freeway. Also included is a cost estimate for the one-way couplet broken into the non-Interstate portion and the portion which is eligible for Interstate participation.

The cost for the non-Interstate portion is $403,000 and the cost for the portion which is eligible for Interstate participation is $265,000. These cost estimates are based on a 44-foot curbed roadbed section on Frazer only. The widening of Emigrant Street is not considered necessary to put the couplet into operation. The traffic count on the existing street near Tutuilla Creek is approximately 8,000 vehicles per day.

It is my recommendation that, if at all possible, this extension of the Emigrant-Frazer couplet be constructed and opened to traffic at approximately the same time as the Interstate highway is completed in this area.

NOTED
LLOYD P. SHAW

F D Morgan
F. D. Morgan
Construction Engineer

S/W cost are included in these figures
S/W will not be state function but have been left in this as a "contingency fund."

GKA:jp
Attach

Form E-16-30M-

TABULATION SHEET

SHEET .... OF .... SHEETS

OREGON STATE HIGHWAY DEPARTMENT

PENDLETON BYPASS

Extension of Emigrant-Frazer Couplet

Non- Interstate Portion Sta 194+50-241+50

* Prices as if built as part of ByPass contract. 1-14-63 JE

Clearing, Grubbing & Demolition	Lump	—	—	—	Lump	8000
General Excavation	Cu. Yds	15,000	3,000	18,000	0^{49}	8820
Finishing Roadbed & Slopes	Miles	0.95	—	0.95	1500^{00}	1425
Preparation of Base	Miles	0.95	—	0.95	500^{00}	475
Guard Rail	Lin. Ft	400	40	440	2^{50}	1100
8" Sewer Pipe	Lin. Ft	800	80	880	2^{00}	1760
Manholes 6'-12'	Each	17	2	19	275^{00}	5225
Catch Inlet, type G	Each	34	3	37	150^{00}	5550
Type C Curb (16")	Cu. Yd	284	14	298	60^{00}	17,880
Concrete Walk (5')	Sq. Yd	2280	230	2510	4^{75}	11,923
Concrete Driveways	Sq. Yd.	1680	170	1850	4^{75}	8788
Coarse Crushed Mat'l in Base	Tons	14,250	1425	15,675	1^{30}	20,378
Top Course Base	Tons	2276	228	2504	1^{40}	3506
Sprinkling	M-Gal	600	60	660	3^{00}	1980
Aggregates in Binder	Cu. Yd.	180	18	198	3^{50}	693
Asphalt in Binder	Tons	28.7	2.9	31.6	50^{00}	1580
Asphaltic Concrete Mix	Tons	5358	536	5894	3^{55}	20,924
Asph. Cement in Mix	Tons	298	30	328	40^{00}	13,120
						133,127
			Engineering & Contingencies 20%			26,625
						159 752
			Right of Way		State High.?	243,000
						402 752

Form E-49-30M-

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET .... OF .... SHEETS

PENDLETON BYPASS

Extension of Emigrant Frazer Couplet

Interstate Eligible Portion

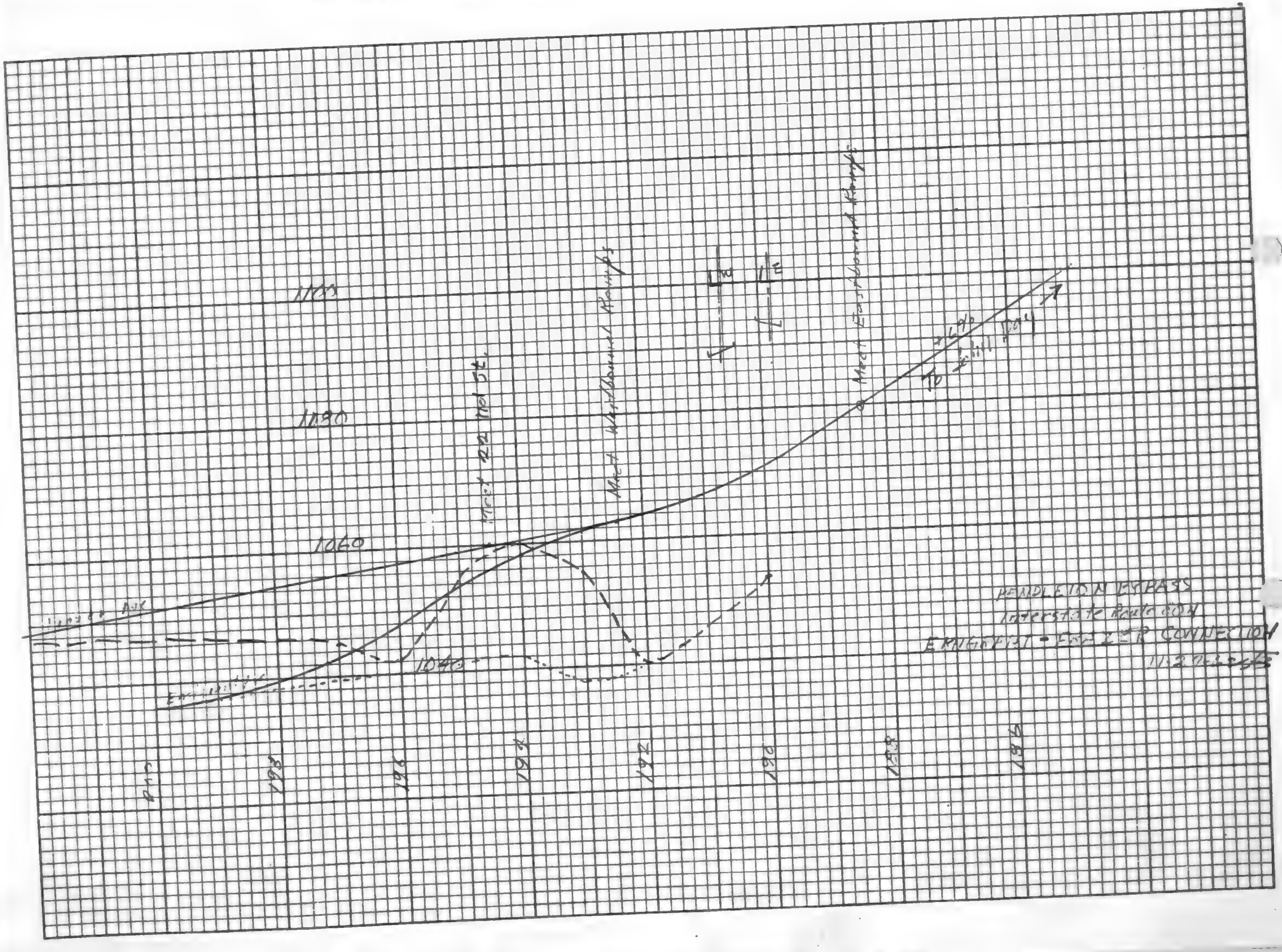
sta 190 - 194+30

* Prices as if built as part of ByPass contract

1-14-63 TB

	Unit	Net	Allowance	Amount	Unit Cost*	Cost
Clearing Grubbing & Demolition	Lump	—	—	—	—	15,500
General Excavation	Cu. Yd.	1200	200	1200	0^{49}	588.
Finishing Roadbed & Slopes	Mile	0.2	—	—	1500^{00}	300
Preparation of Base	Mile	0.2	—	—	500^{00}	100
Guide Posts	Each	18	2	20	9^{00}	180
Guard Rail	Lin. Ft.	1300	130	1430	2^{50}	3575
Coarse Material in Base	Tons	4432	443	4875	1^{30}	6338
Top Course Base	Tons	711	71	782	1^{40}	1095
Sprinkling	M-Gal	640	60	700	3^{00}	2100
Aggregates in Binder	Cu. Yd.	45	5	50	3^{50}	175
Asphalt in Binder	Tons	7.4	0.7	8.1	50^{00}	405
A.C. Mixture	Tons	1300	130	1430	3^{55}	5077
Asph. Cement in Mixture	Tons	69	7	66	40^{00}	2640
						38,673
			Engineering & Contingencies 20%			7615
						45,688
			Right of Way			219,000
					TOTAL	264,688

No. 911-12, 10 x 10 to 1"
Each 5th line heavy
The A. Lietz Co., San Francisco
Made in U. S. A.



RECEIVED
MAR 30 1959

FOR FILING

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1959

SUBJECT: Possible Request of Pendleton for ~~Reactivation of SW Emigrant Street~~
Grade Separation
OWR&N Tracks

To:

G. S. Paxson
Asst. State Highway Engineer
Office

This is to advise that when Mr. D. J. Barbee and Mr. J. Al. Head were in Pendleton on Wednesday, March 11, City Manager Andrew J. Browning and City Engineer Gerald Ulett brought up the possibility of reactivating the Emigrant Street grade separation with the OWR&N tracks. They are talking in terms of the highway undercrossing the railroad, and they in all probability, will be requesting the State to reactivate this project.

One other point City Manager Browning brought up and discussed in the undercrossing project is related to fire protection. They are presently moving their fire station from the City Hall to the north side of SW Court Avenue between SW 9th and 10th Streets. He is of the opinion that as the southerly part of the city grows, and that is where the present residential growth is taking place out along US395, that they will be forced, in the not too distant future, to construct a sub-station for the Fire Department in the area south and west of the Union Pacific Mainline. This being the case, he inferred that the City might be willing to invest some money in a grade separation project on Emigrant Avenue, if such investment would preclude them from having to construct a fire sub-station. I thought that you might wish to know this in the total development and financing such a project, if and when it comes to pass.

3/26/59
Told Crandall
to discourage Pendleton
HHB

FB Crandall
F. B. Crandall
Traffic Engineer

JAH:njs

cc: W. C. Williams
Forrest Cooper
Tom Edwards
D. J. Barbee
A. F. Parson

NOTED
PAXSON

RECEIVED
1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

k

RECEIVED
FEB 7 - 1958
FOR FILING

30-1145
7653

STATE HIGHWAY COMMISSION MEETING

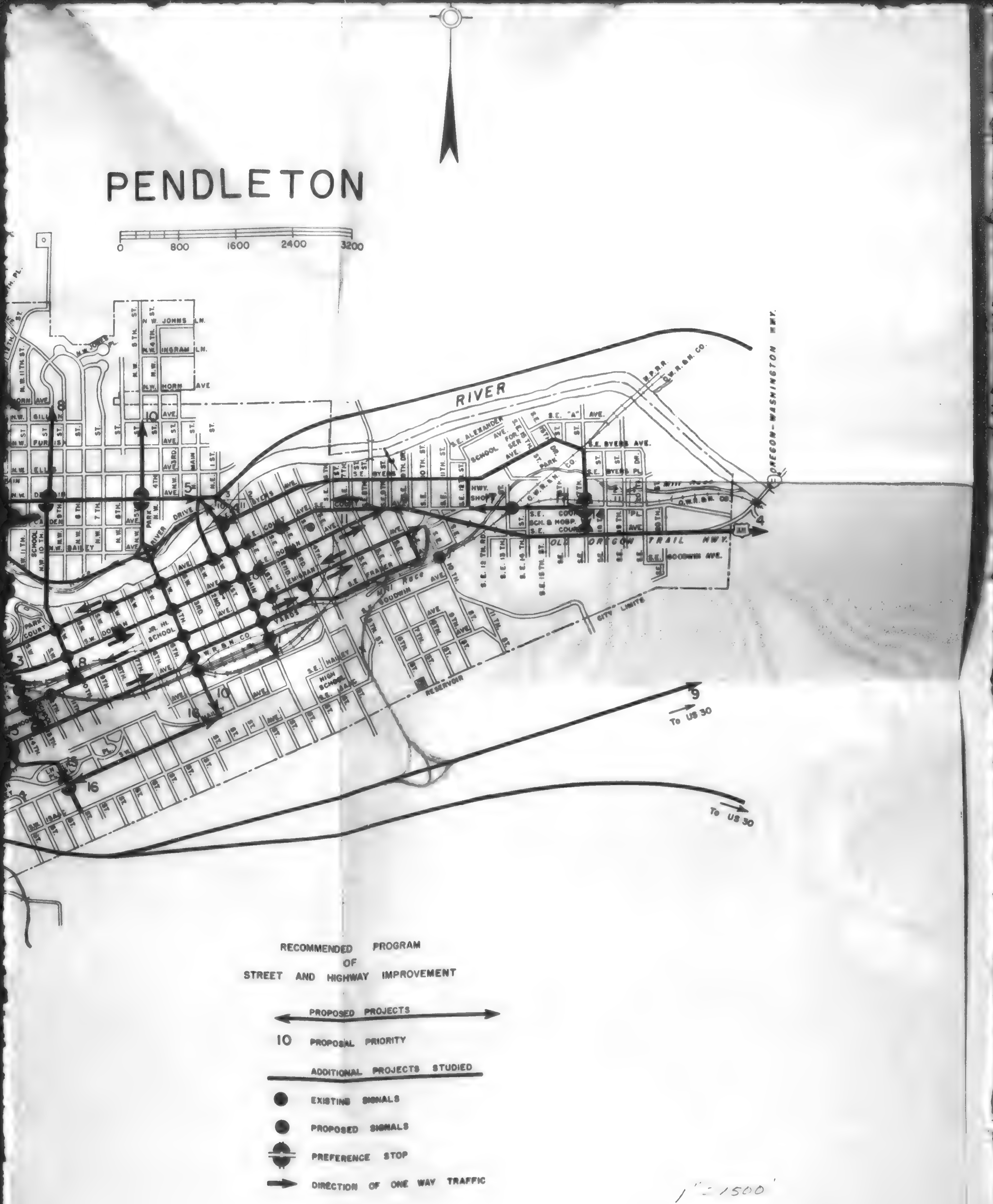
Delegation Representatives of City of Pendleton re US30 bypass,&matters pertaining to US395

Date January 17, 1958

Time 10:30 a.m.

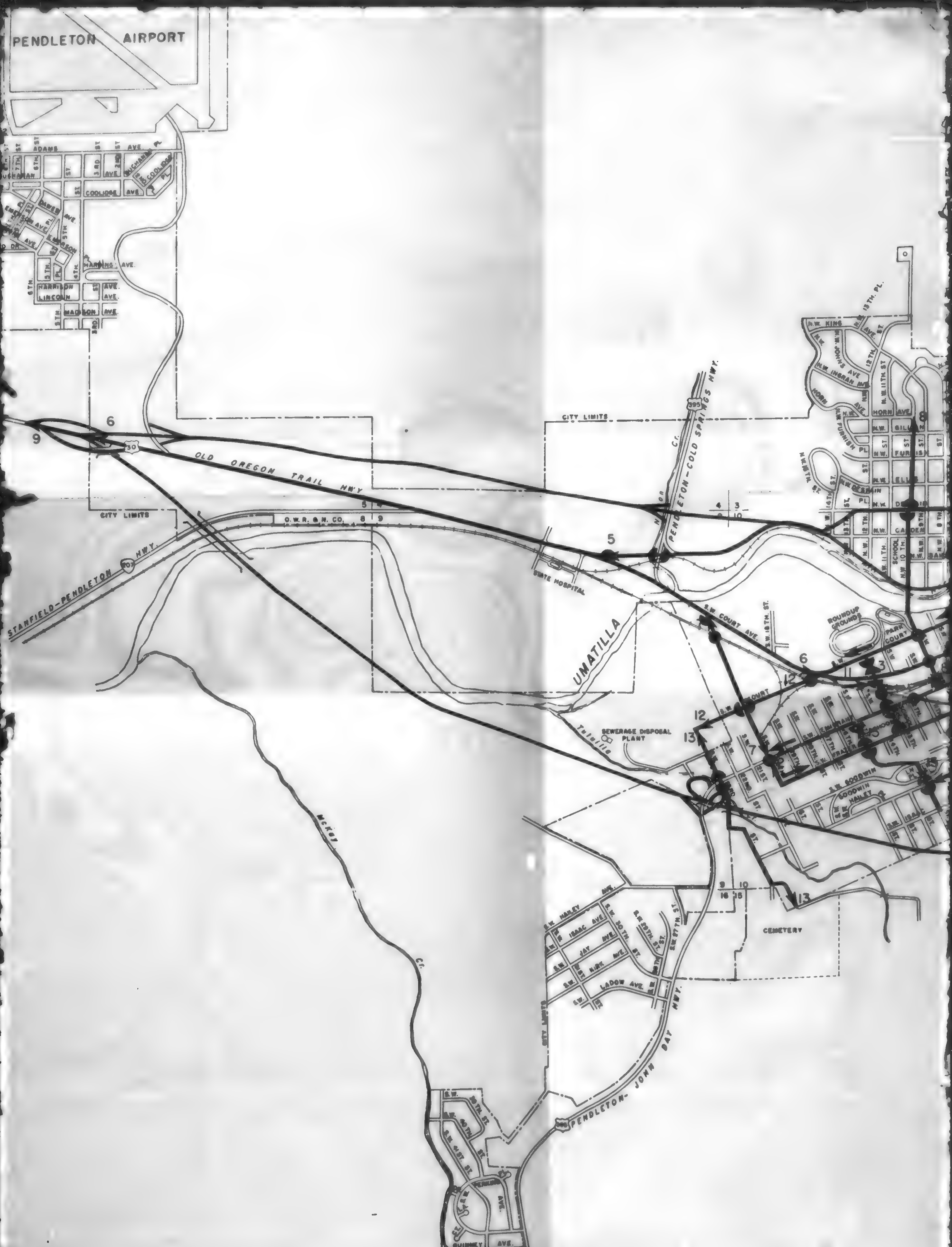
Name	City or Town	Capacity
1. Morris Temple(Spokesman)	Pendleton	Chrman, Traffic Comm., Planning Comm.
2. Lee Swanson	"	City Mgr.
3. Jerry Ulett	"	City Engr.

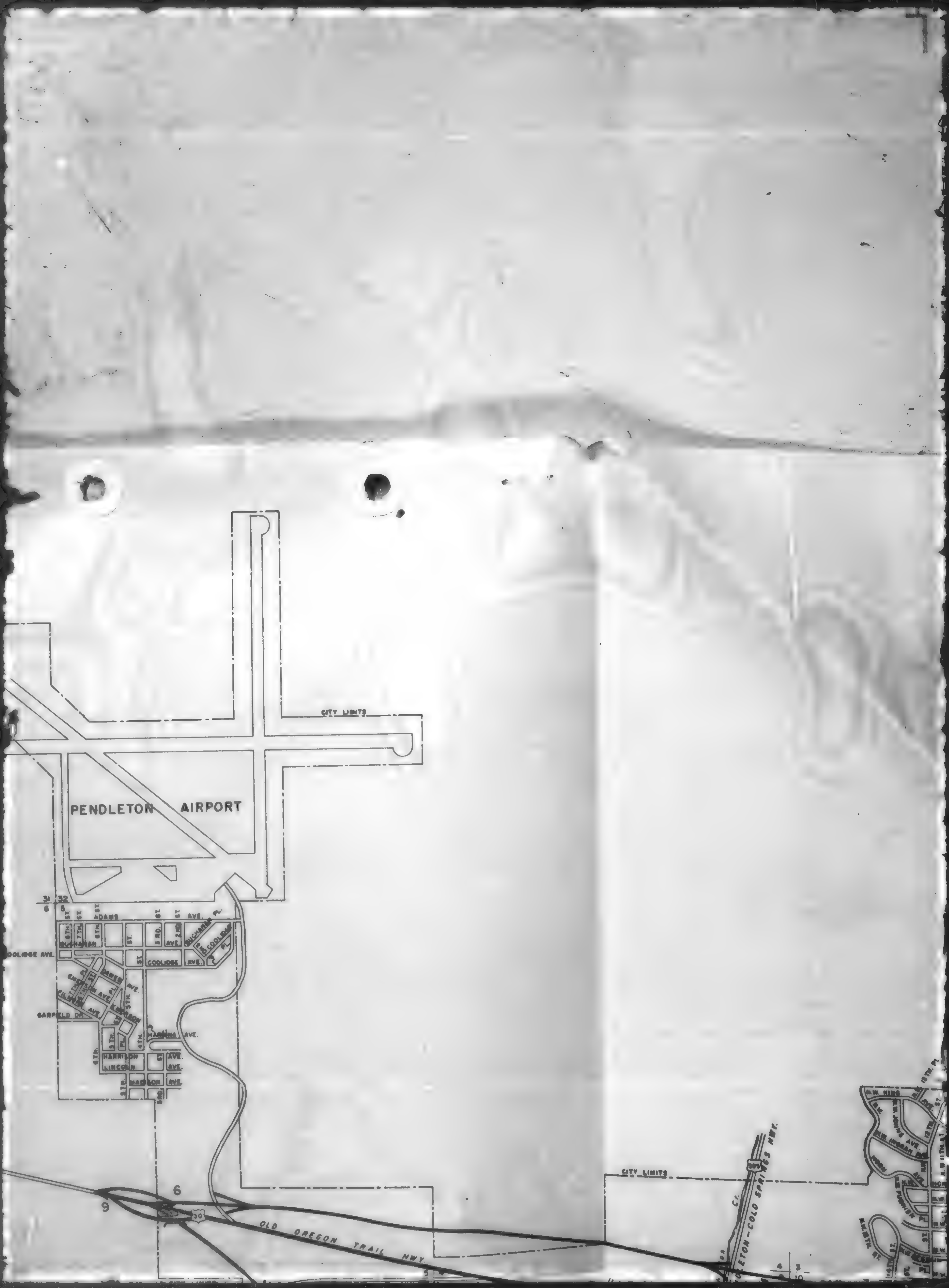
PENDLETON

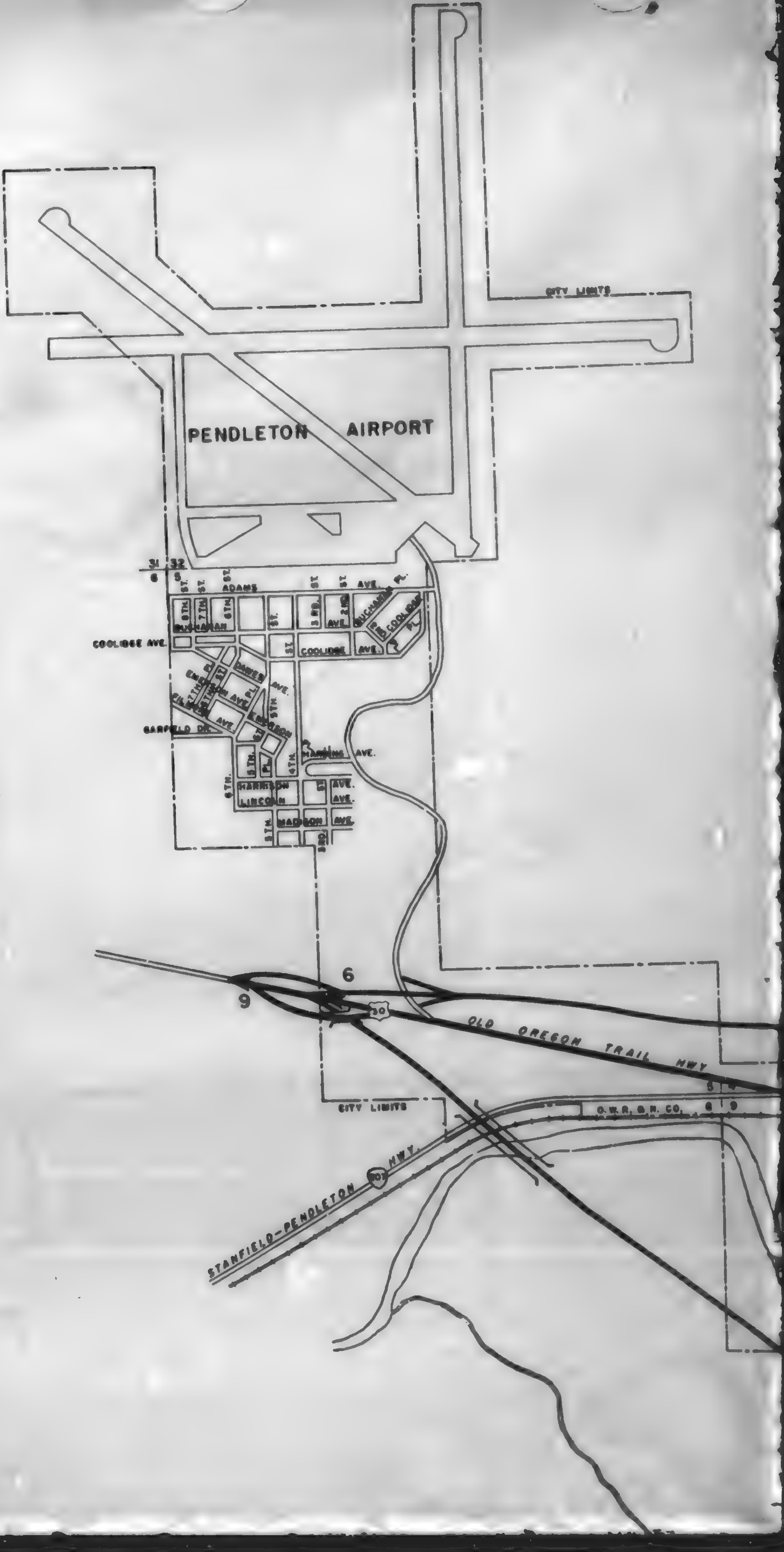

0
800
1600
2400
3200
RIVER
OREGON-WASHINGTON HWY.
O.W.R.&N. CO.
U.P.R.R.
OLD OREGON TRAIL HWY.
RIVER DRIVE
N.W. JOHNS LN.
INGRAM LN.
N.W. HORN AVE
S.E. ALEXANDER AVE.
S.E. BYERS AVE.
S.E. "A" AVE.
HWY. SHOPS
SCHOOL FOR DEAF
S.E. COURT
SCH. & HOSP.
S.E. GOODWIN AVE.
MILL RACE
CITY LIMITS
RESERVOIR
HIGH SCHOOL
JR. HI. SCHOOL
PARK COURT
SCHOOL
S.W. DORION
YARDS
W.R.&N. CO.
To US 30
To US 30
PROPOSED PROJECTS
10 PROPOSAL PRIORITY
ADDITIONAL PROJECTS STUDIED
EXISTING SIGNALS
PROPOSED SIGNALS
PREFERENCE STOP
DIRECTION OF ONE WAY TRAFFIC

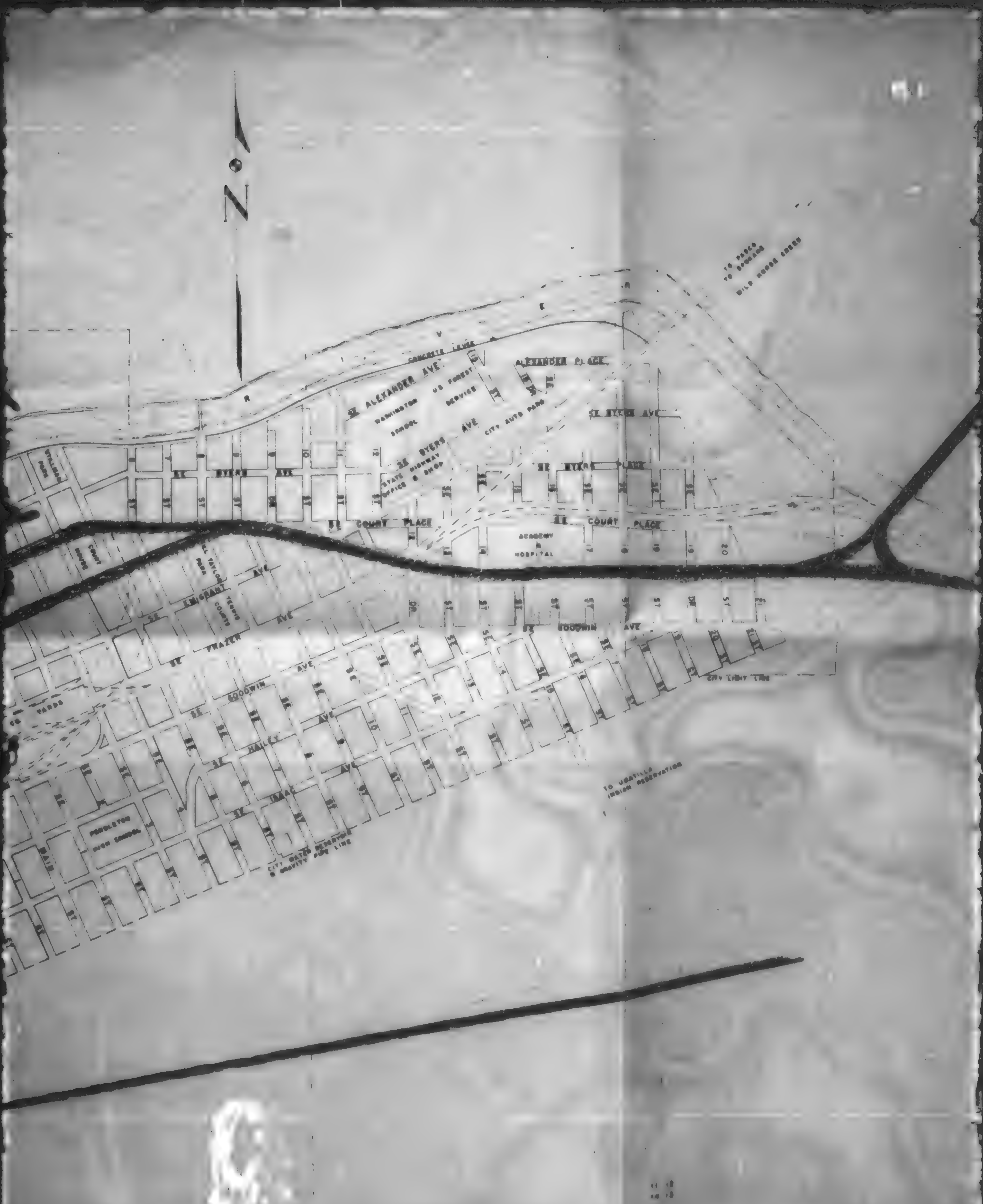
RECOMMENDED PROGRAM OF STREET AND HIGHWAY IMPROVEMENT

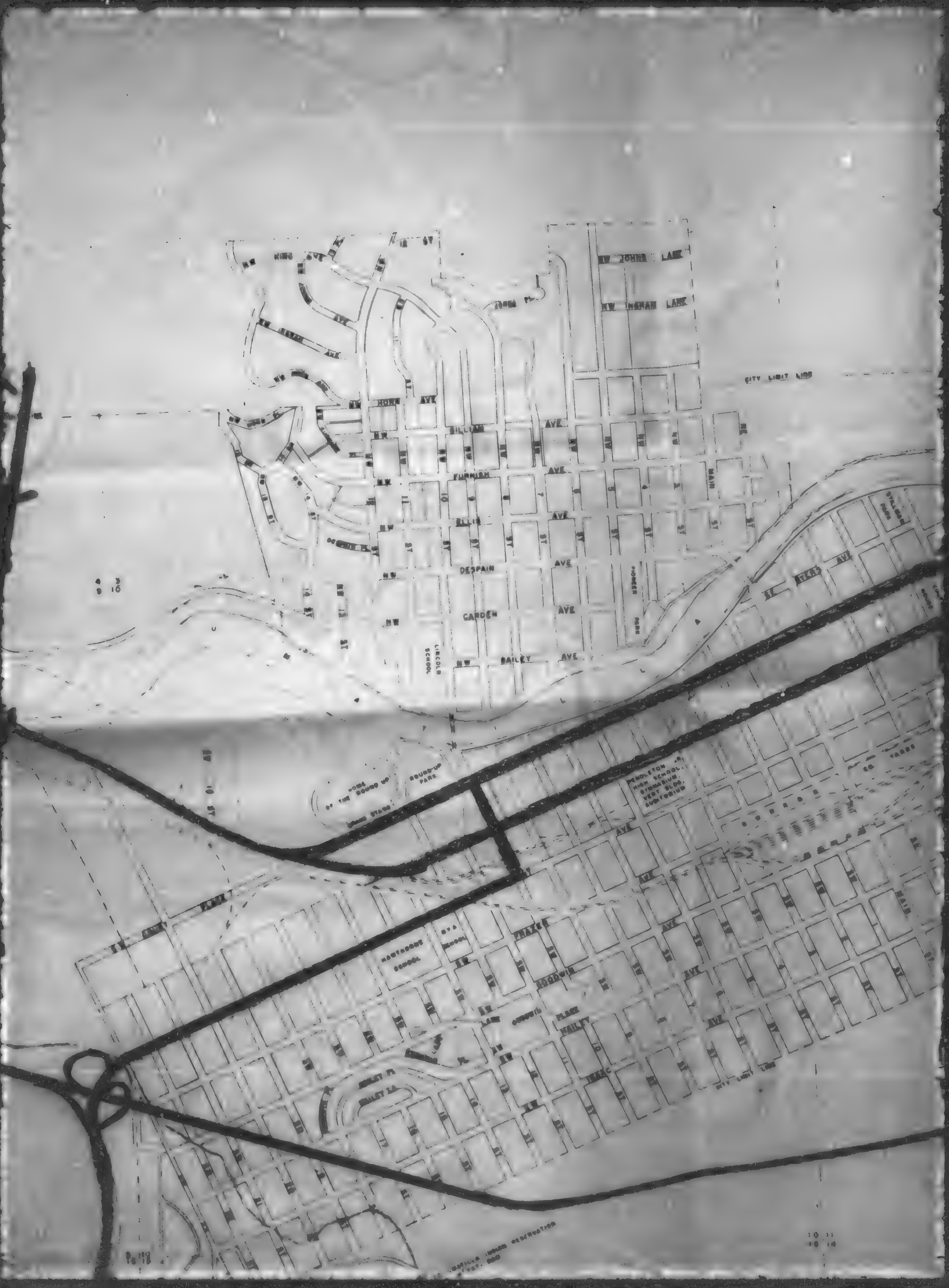
1" = 1500'


PENDLETON AIRPORT
ADAMS AVE.
BUCHANAN
COOLIDGE AVE.
COOLIDGE PL.
DEWEY AVE.
EMERSON AVE.
EMERSON
HARDING AVE.
HARRISON AVE.
LINCOLN AVE.
MADISON AVE.
3RD
2ND
5TH
6TH
7TH
CITY LIMITS
OLD OREGON TRAIL HWY
30
O.W.R. & N. CO.
STANFIELD-PENDLETON HWY.
207
PENDLETON-COLD SPRINGS HWY.
395
STATE HOSPITAL
UMATILLA
SEWERAGE DISPOSAL PLANT
Tutuilla
McKAY
CR.
N.W. KING AVE.
13TH. PL.
N.W. JOHNS
N.W. INGRAM AVE
12TH. ST.
N.W. 11TH ST
HORN AVE.
N.W. FURNISH PL.
N.W. GILLIAM
N.W. FURNISH
N.W. ELLIS
N.W. DESPAIN PL.
N.W. DORION
N.W. CARDEN
N.W. 13TH. ST.
N.W. 14TH. ST.
N.W. 12 TH.
N.W. 11TH.
SCHOOL
N.W. 10 TH.
N.W. 9TH.
N.W. 8TH.
N.W. BAILEY
ROUNDUP GROUNDS
PARK COURT
S.W. COURT AVE.
S.W. 18TH. ST.
S.W. EMIGRANT
S.W. FRAZER
S.W. GOODWIN
GOODWIN
HAILEY
S.W. ISAAC
S.W. HAILEY AVE.
S.W. ISAAC AVE.
S.W. JAY AVE.
S.W. KIRK AVE.
S.W. 30TH. ST.
S.W. 29TH. ST.
S.W. 27TH. ST.
LADOW AVE.
PENDLETON-JOHN DAY HWY.
395
CEMETERY
S.W. 39TH. ST.
S.W. 40TH. ST.
S.W. 41ST. ST.
S.W. VERNON
QUINNEY AVE.
CITY LIMITS
9
6
7
5
8
12
13
3
4
10
16
15


PENDLETON AIRPORT
CITY LIMITS
31
32
6
5
ADAMS AVE.
8TH. ST.
7TH. ST.
6TH. ST.
3RD. ST.
2ND. ST.
BUCHANAN AVE.
BUCHANAN PL.
COOLIDGE AVE.
COOLIDGE PL.
DAWES AVE.
EMERSON AVE. PL.
EMERSON
FILLMORE AVE.
GARFIELD DR.
5TH.
4TH.
HARDING AVE.
HARRISON AVE.
LINCOLN AVE.
MADISON AVE.
3RD.
9
6
30
OLD OREGON TRAIL HWY.
CITY LIMITS
395
ETON-COLD SPRINGS HWY.
CT.
4
3
9
10
N.W. KING AVE.
N.W. JOHNS AVE.
N.W. INGRAM AVE.
HORN AVE.
N.W. FURNISH PL.
13TH. PL.
12TH.
N.W. 11TH. ST.
N.W. 13TH. ST.
ST.


PENDLETON AIRPORT
CITY LIMITS
31
32
6
5
ADAMS AVE.
BUCHANAN
COOLIDGE AVE.
COOLIDGE AVE.
DAWES AVE.
EMERSON AVE. PL.
FILLMORE AVE.
GARFIELD DR.
EMERSON
HARDING AVE.
HARRISON AVE.
LINCOLN AVE.
MADISON AVE.
8TH
7TH
6TH
5TH
4TH
3RD
2ND
6
9
30
OLD OREGON TRAIL HWY
CITY LIMITS
O.W.R. & N. CO.
5
6
STANFIELD-PENDLETON HWY.


N
R
I
V
E
R
CONCRETE LEVEE
TO PASCO
TO SPOKANE
WILD HORSE CREEK
SE ALEXANDER AVE
ALEXANDER PLACE
WASHINGTON SCHOOL
US FOREST SERVICE
CITY AUTO PARK
SE BYERS AVE
SE BYERS PLACE
STATE HIGHWAY OFFICE & SHOP
STILLMAN PARK
SE COURT PLACE
ACADEMY & HOSPITAL
COURT HOUSE
TAYLOR PARK
TENNIS COURTS
SE EMIGRANT AVE
SE FRAZER AVE
SE GOODWIN AVE
SE HAILEY AVE
SE ISAAC AVE
YARDS
PENDLETON HIGH SCHOOL
MAIN ST
CITY WATER RESERVOIR & GRAVITY PIPE LINE
CITY LIMIT LINE
TO UMATILLA INDIAN RESERVATION
10
19
20


NW KING AVE
12 ST
NW JOHNS LANE
NW INGRAM LANE
JOHNS PL
CITY LIMIT LINE
NW HORN AVE
GILLIAM AVE
FURNISH AVE
ELLIS AVE
DESPAIN AVE
GARDEN AVE
NW BAILEY AVE
MAIN
PIONEER PARK
LINCOLN SCHOOL
NW 10 ST
HOME OF THE ROUND-UP
ROUND-UP PARK
GRAND STAND
PENDLETON JR. HIGH SCHOOL, GYMNASIUM, VERT BLDG. AUDITORIUM
YARDS
AVE
FRAZER
HAWTHORNE SCHOOL
GOODWIN
BAILEY
ISAAC
BAILEY PL
BAILEY LA
CITY LIMIT LINE
MAIN
UMATILLA INDIAN RESERVATION

CITY LIMIT LINE
NEW SEWAGE PLANT

CITY LIMIT LINE
CITY LIMIT LINE
NEW SEWAGE PLANT

RECEIVED
DEC 27 1957
FOR FILING

30-1145
7653

December 26, 1957

Mr. Chas. H. Reynolds, Chairman
Oregon State Highway Commission
P. O. Box 898
LaGrande, Oregon

Dear Mr. Reynolds:

A couple days ago Mr. Williams asked me to check the minute entries for the Commission action relative to the postponement of the Emigrant Street Grade Separation Project in Pendleton, particularly as to whether or not the Commission has made any commitments for the future construction of this project.

I have had the records checked and enclose excerpts of the minute entries on the subject. In reading these you will note that the records disclose no future commitments for this work.

I also enclose a copy of Mr. Baldock's letter to the Commission, dated March 22, 1955 on the subject and also a copy of his letter of June 27, 1955. If this does not satisfactorily cover what you have in mind, I will be glad to make further search if you will let me know; however, I am sure that we have not overlooked any of the entries and that no commitments have been made for this project.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jms
Encls.
cc: W. C. Williams

E X C E R P T S
from the
M I N U T E S
of the
STATE HIGHWAY COMMISSION
Re
Pendleton-John Day Highway
Pendleton - Emigrant Street

Volume 38 - Part 4
Page 23008

Portland, Oregon
February 24, 1954

The State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds. Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. M. Maison, Auditor
H. B. Glaisyer, Secretary

Commissioner M. K. McIver was excused from attending this meeting.

****

Page 23035 - Par. 3

The Commission discussed a request from the Pilot Rock Lumber Company and the Kerns Company of Oregon, Ltd., urging the rerouting of US 395 south of Pendleton so that it will merge with the present southeastern terminus of the two one-way streets through Pendleton, namely Court Street and Dorian Street. The Engineer advised that many years have been spent studying various possibilities in this vicinity and that all of the studies indicate that elimination of the crossing on Emigrant Street is the best. If a crossing were built to connect with the one-way street couplet on US 30, he said, it would result in a roundabout route and would not permit the closure of the present Emigrant Street grade crossing. He pointed out that the Emigrant Street grade separation project is well along in the planning stage and that it is planned to receive bids for its construction about June. He recommended that the request for the change in routing be denied and that the present approved plan be followed. The Commission accepted the recommendation.

****

Pendleton - Emigrant Street

Volume 40 - Part 1
Page 24616

Portland, Oregon
April 13, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
G. S. Paxson, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

Mr. W. C. Williams, Deputy State Highway Engineer, was excused.

****

Page 24642 - Par. 2

The Engineer brought up for discussion the proposed Emigrant Street Underpass Project in the City of Pendleton. He recalled that the Commission previously allocated the sum of $450,000 to finance a two-lane underpass which later was changed to a four-lane facility. To construct such four-lane underpass facility, he said, was found to be unduly costly, so it was considered advisable to again change the plans to provide for a four-lane overpass. He estimated the overall cost of the project, including a pedestrian underpass under the railroad tracks, at $750,000, but it does not include an item of $90,000 which is the estimated extra cost to improve a one-way street couplet that is involved. He explained that the pedestrian underpass is required because a school is located immediately west of the railroad and direct pedestrian access could not be provided from the overpass due to its elevation adjacent to the school grounds; also, that the purpose of the one-way street couplet is to provide a plan for four moving lanes of traffic throughout the entire length of Emigrant Street which will fit in with the proposed four-lane overcrossing. He further explained that the one-way couplet extends for a distance of seven blocks, from SE 3rd Street to SW 4th Street, and that westbound traffic would be routed on Emigrant Street and eastbound traffic along Frazer Street. The plan as proposed, he said, has been presented to the Pendleton City Council which approved it at a meeting on March 10, 1955. He recommended approval of the project as described in order to expedite completion of the overpass plans and the advertising of the project for bids as soon as final arrangements can be worked out with the railroad company and necessary right of way obtained. As to financing, he pointed out that additional funds in the amount of $300,000 over the amount originally allocated will be needed. He suggested that such amount be transferred from the $367,000 of 1956 Federal-aid funds that tentatively have been reserved to finance an overcrossing at Durkee. The matter was discussed at some length, and as a result thereof, the Commission unanimously approved the plan as presented by the Engineer and the method of financing the same.

****

Pendleton - Emigrant Street

Volume 40 - Part 2
Page 24974

Portland, Oregon
June 30, 1955

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Green Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Charles H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
R. L. May, Jr., Assistant Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, State Park Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

Page 25004 - Par. 4

The Commission gave consideration to adjustments in the Federal-Aid and Bond Fund Programs as recommended by the Engineer, including the Emigrant Street project in Pendleton. With respect to the Emigrant Street project, the Engineer pointed out that it had been originally planned to construct a two-lane underpass, but opposition developed to such plan and additional studies were made based on construction of a four-lane overpass which was estimated to cost $750,000. Right of way costs, he said, were estimated at $610,000, making a total cost of $1,360,000 for the project. He further stated that the Union Pacific Railroad Company, in its reply to the Public Utilities Commissioner concerning the State's application for a permit to build the overpass, stated that there is no warrant for the grade separation and that the Company refuses to pay any part of the cost. It was the Engineer's opinion that for the benefits to be derived, construction of a grade separation at a cost of $1,360,000 appears not to be justified. Accordingly, he recommended that the project be eliminated from the current construction program and that the $450,000 originally allocated to this project, be transferred to finance construction of a unit of the Pendleton-John Day Highway between Pendleton and Pilot Rock; also, that the Commission authorize preparation of plans and purchase of right of way on a section that can be constructed with the $450,000 thus made available.

The Commission also discussed additional program adjustments and additions listed in the Engineer's letter of June 29, 1955 superseding a list submitted to the Commission on June 9th. These program adjustments, the Engineer stated, are required to accomplish the following purposes: (1.) to rearrange fund allotments on the Banfield Expressway to better suit needs as they have developed; (2.) to provide funds to take care of flood conditions at Brush Creek in Curry County. (3.) transfer to the Beaverton-Hillsdale Highway $120,000 of Urban Funds released from the Flavel Street-King Road Project; and (4.) to provide funds for the construction of a new bridge across the Snake River at Nyssa. He advised that these changes, including the Emigrant Street project change, do not effect the basis on which allocations are made to the several divisions. He recommended approval of the following program of adjustments and additions to accomplish the above mentioned purposes:

Pendleton - Emigrant Street

Volume 40 - Part 2
Page 25005 - Par. 1
(Continued)

Emigrant Street (Pendleton), Grade Separation

CANCEL previous allotments as follows:

1955 Primary Federal-aid Funds	$135,000	
1955 Urban Federal-aid Funds	315,000	
1956 Primary Federal-aid Funds	300,000	
		$750,000

Pendleton-Pilot Rock Section, Grading and Paving

APPROVE allotments as follows:

1955 Primary Federal-aid Funds	$135,000	
1956 Primary Federal-aid Funds	300,000	
		$435,000

Division 5 Reserve

APPROVE allotment as follows:

1957 Primary Federal-aid Funds (From Emigrant St. Project)	$315,000*

****

Page 25006

*This $315,000, when added to the currently available reserve of $67,000, will bring to $382,000 the unallotted reserve of Primary Federal-aid Funds in Division 5.

****

Pendleton - Emigrant Street

Volume 41 - Part 1
Page 26289

Portland, Oregon
April 26, 1956

The Oregon State Highway Commission met in regular session at 9:00 a.m. in the Queens Room of the Imperial Hotel. Present were:

Ben R. Chandler, Chairman
Chas. H. Reynolds, Commissioner
M. K. McIver, Commissioner
R. H. Baldock, State Highway Engineer
W. C. Williams, Deputy State Highway Engineer
W. W. Stiffler, Assistant State Highway Engineer
C. W. Enfield, Chief Counsel
Robert L. May, Jr., Assistant Chief Counsel
R. L. Porter, Right of Way Engineer
C. H. Armstrong, Parks Superintendent
C. H. Maison, Auditor
H. B. Glaisyer, Secretary

****

Page 26333 - Par. 4

The Commission gave attention to a number of letters urging construction in 1956 of the entire section of US395 between Pendleton and Pilot Rock. The Commission deferred action on this matter until later in the meeting. (The Commission approved the project later for Federal funds accumulated as a result of contract under-runs. See additional entry ahead.)

****

Page 26342 - Par. 2

The Commission discussed with the Engineer a program for federal funds that have accumulated as a result of underruns on contract projects, totaling $1,700,000 of which $676,000 is state match money. The Engineer explained that three classes of federal funds are involved, viz: Primary Federal-aid Funds in the amount of $1,400,000; Urban Federal-aid Funds in the amount of $120,000; and Secondary Federal-aid Funds totaling $180,000. He presented a program for the funds available and advised that the distribution of funds shown therein approximates very closely the distribution of funds according to standard formula for the five divisions within the State. He recommended approval of the program as follows:

SUPPLEMENTARY 1956 PROGRAM

$1,700,000

(Continued on next page)

Pendleton - Emigrant Street

Volume 41 - Part 1
Page 26343

****

	Highway	Section	Type Work	Length	Prelimi-nary Est. or Allocation
		DIVISION V			
Primary	Pendleton-John Day	S. Unit Pendleton-Pilot Rock	G. P	3.50	$400,000
		N. Unit Pendleton-Pilot Rock	G. P. S.	5.06	470,000

****

RECEIVED
AUG 16 1955
FOR FILING

30-1145
7453

EMIGRANT STREET IMPROVEMENT

PENDLETON

NOTED
[illegible]

Overcrossing Structure - Right of Way	$550,000.00
Grade change and severance damage	60,000.00
Right of Way one-way couplet	$610,000.00

RECEIVED
JUL 28 1955
FOR FILING

FORM 230—50M—10-54—79488

30-1145
7653

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
July 27, 1955

SUBJECT: PUX 113-Emigrant Avenue Overcrossing
Oregon-Washington Railroad & Navigation
Company and Union Pacific Railroad
Company, Lessee
John Day Highway (Umatilla County)

To: Mr. W. C. Williams ✓
Mr. P. M. Stephenson (6)
Mr. G. S. Paxson
Mr. H. G. Smith (3)
Mr. A. F. Parson (2)

Gentlemen:

Herewith I hand you copy of Order No. 33887, issued by the Public Utilities Commissioner under date of July 21, 1955, dismissing, without prejudice, the application of the Highway Commission for authority to construct an overcrossing and pedestrian underpass on S. W. Emigrant Avenue in Pendleton.

Very truly yours,

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

RECEIVED
JUL 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Order #33887

BEFORE THE PUBLIC UTILITIES COMMISSIONER
OF OREGON

F-2465

RECEIVED
JUL 28 1955
LEGAL DEPT.

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, by means of a highway overcrossing structure, and for authority to cross under the tracks and right of way of the said Railroad Companies by means of a pedestrian underpass, located on and along S. W. EMIGRANT AVENUE in the City of Pendleton, known as the S. W. Emigrant Avenue Overcrossing, located in the Southeast quarter of the Northwest quarter of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon.

ORDER

On May 24, 1955, the State of Oregon, by and through its State Highway Commission, duly filed its application for authority to construct a highway overcrossing over the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, and for a pedestrian underpass under said tracks and right of way, located on and along S. W. Emigrant Avenue in the City of Pendleton, Umatilla County, Oregon, such project being known as the S. W. Emigrant Avenue Overcrossing.

The City of Pendleton advised that the city supports the application and urges its approval.

Railroad Companies duly filed answer admitting and denying certain allegations in the application and, further, denying that the elimination of the existing grade crossing is necessary or proper for travel and traffic on the railroad.

Hearing in the matter was set for Friday, July 8, 1955, at 9:00 A.M., at the City Hall, Pendleton, Oregon, and said hearing was cancelled upon receipt of Oregon State Highway Commission's Motion to Dismiss the case upon the grounds that the State Highway Commission now has allocated funds previously made available for said project to other highway construction. Said Motion to Dismiss was duly served on all parties in interest and no objection thereto has been filed. It is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to cross over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, by means of a highway overcrossing structure, and for authority to cross under the tracks and right of way of the said Railroad Companies by means of a pedestrian underpass, located on and along S. W. EMIGRANT AVENUE in the City of Pendleton, known as S. W. Emigrant Avenue Overcrossing, located in the Southeast Quarter of the Northwest Quarter of Section 10, Township 2 North, Range 32 East, Willamette Meridian, Umatilla County, Oregon, hereby is dismissed without prejudice and closed on the docket.

Made and entered this 21st day of July, 1955.

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

RECEIVED
JUN 28 1955
FOR FILING

30-1145
7653

June 27, 1955

Oregon State Highway Commission

Gentlemen:

We have completed a re-analysis of the proposed Emigrant Street project in Pendleton, and I give you the following report thereon:

The original project, based on a two-lane underpass, was estimated at a cost of $450,000 for construction, and the right of way with grade change damages would have been material. Later there developed opposition to building a two-lane underpass. Studies were made as to the cost of constructing a four-lane overpass or underpass. The overpass proved to be the cheaper, although its estimated cost, with approaches thereto, is $750,000. Right-of-way costs, however, became tremendously high, and a late appraisal places the estimated cost of the right of way at $610,000, which, added to the $750,000 estimated construction cost, makes the total cost $1,360,000. For the benefits to be derived, the construction of a grade separation at this cost does not appear to be justified.

The Union Pacific Railroad Company in its reply to our application to the Public Utilities Commissioner for a permit to build the overpass has stated that there is no warrant for the grade separation. The Railroad Company states there is no hazard under existing conditions, and it will refuse to pay any part of the construction of a grade separation and, furthermore, will demand that the Railroad Company be paid in full for any cost it might incur by reason of the construction.

By reason of the above facts, it is my recommendation that we eliminate from our current program the construction of this grade separation project. I further recommend that the $450,000 originally allocated to the Emigrant Street Grade Separation, which is a portion of the Pendleton-John Day Highway, be transferred to construct a unit of the Pendleton-John Day Highway between Pendleton and Pilot Rock. Pilot Rock is expanding very rapidly by reason of a new $5,000,000 hard-board manufacturing plant put in operation about a year ago, along with other timber operations and agricultural activities. The present highway between Pilot Rock and Pendleton is not adequate, and it is my opinion that far greater benefits will be derived by improvement of this road than the construction of the grade separation project.

Some of the funds allocated to the grade separation project were federal-aid urban funds, and these funds could not be used on the highway in the rural area. However, it is a simple matter to make a transfer of such funds within other Divisions, which would nowise affect the five-year program.

This matter will be on the agenda, and I recommend that you approve the following items:

1. Eliminate from the program the Emigrant Street Grade Separation project.
2. Allocate $450,000 to a section to be selected on the Pendleton-John Day Highway between Pendleton and Pilot Rock.
3. That you authorize me to prepare plans and purchase right of way for a section that could be constructed with the $450,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:mm gm

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. R. G. Smith
Mr. S. H. Probert
Mr. C. H. Maison

R

RECEIVED
AUG 16 1955
FOR FILING

30-1145

7653

COPY

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

6-13-55 NOTED

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, by means of a highway overcrossing structure, and for authority to cross under the tracks and right of way of the said Railroad Companies by means of a pedestrian underpass, located on and along S. W. EMIGRANT AVENUE in the City of Pendleton, known as the S. W. Emigrant Avenue Overcrossing, located in the Southeast quarter of the Northwest quarter of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon.

F-2465

ANSWER OF OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND UNION PACIFIC RAILROAD COMPANY TO PETITION

For their answer to the petition in the above-entitled matter, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company,c orporations (hereinafter called "Respondents"), admit, deny and allege as follows:

(1) Admit the allegations contained in paragraph I; admit that petitioner is acting under ORS Title 31.

(2) Admit that petitioner proposes to construct an overcrossing structure on the northerly side of S. W. Emigrant Avenue and a pedestrian underpass along the southerly side of S. W. Emigrant Avenue, in Pendleton, Oregon, and that if said highway overcrossing and pedestrian underpass are constructed in the locations and at the elevations indicated by drawings referred to in paragraph III of the petition, said highway will cross over Respondents' tracks and right of way and said pedestrian underpass will cross beneath same as indicated by said drawings.

(3) Admit that a highway overcrossing and a pedestrian underpass would be desirable in the interest of the public using same than a grade crossing at said intersection of S. W. Emigrant Avenue with Respondents' track, but deny that the elimination of the existing grade crossing is necessary or proper for travel and traffic on the railroad.

(4) Respondents are without knowledge or information sufficient to form a belief as to the allegations in paragraphs V and VI of the petition and therefore deny the same, except they admit that the average daily volume of train movements at the point of crossing will be approximately 20 trains per day, in addition to approximately 30 switching movements.

(5) Admit that if an overcrossing and pedestrian underpass are constructed in the place and manner described in the petition the project will necessitate performance of some work of construction and maintenance, the exact nature and extent of which is not now known to these Respondents; admit that the work to be done by the State and the City of Pendleton should include at least the items listed under their respective names in paragraph VII of the petition; admit that petitioner should construct the project without financial participation by Respondents and should be financed with State and Federal highway funds; admit that Respondents should be reimbursed by petitioner for any work done by them in accordance with General Administrative Memorandum No. 299 and amendments thereof and supplements thereto, and that the work to be done by Respondents (subject to such reimbursement)

should include the work described in Items (a), (b) and (c), under "Things To Be Done by Railroad Companies", in said paragraph VII; admit that the Respondents should maintain their railroad facilities and appurtenances after completion of construction and also maintain the covered subway portion of the proposed pedestrian underpass, excluding lighting and drainage and excluding maintenance of the approaches thereto, and Respondents allege that there should be further excluded such maintenance which may be required due to any failure of the City of Pendleton to maintain proper drainage facilities; admit that General Administrative Memorandum No. 325 was issued by the Public Roads Administration under date of August 26, 1948; admit that proposed construction is a Federal aid project; allege that if the existing crossing on S. W. Emigrant Avenue and identified in the files of the Public Utilities Commissioner as Crossing 2A-215.23 shall b be closed, then the State or the City should be required to maintain adequate barriers at the crossing so as to prevent its use by the public.

(6) Admit that the State anticipates no impairments of vertical clearnaces but that there will be a temporary impairment of horizontal clearances; alleges that for the safe operation of Respondents' trains the Commission should require the maintenance of at least 8'6" horizontal clearances and at least 21'6" vertical clearances.

(7) Admit the allegations contained in paragraph IX, except Respondents believe that there will be construction upon the

Respondents' right of way in all four quarters of Section 10, and therefor allege that the correct location of proposed construction is in the SE¼NW¼, SW¼ NE¼, NW¼ SE¼ and NE¼SW¼ of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon.

(8) Except as herein expressly admitted or alleged, Respondents deny each and all of the allegations contained in the petition.

Dated at Portland, Oregon, this 13th day of June, 1955.

Roy F. Shields

Howard E. Roos
Attorneys for Oregon-Washington
Railroad & Navigation Company and
Union Pacific Railroad Company

Address: 727 Pittock Block
Portland 5, Oregon

State of Oregon }
County of Multnomah } ss.

I hereby certify that I have compared the foregoing copy of Answer with the original thereof and that same is a true and correct copy of such original and of the whole thereof.

/s/ Howard E. Roos
of Attorneys for Respondents

RECEIVED
JUN 10 1955
FOR FILING

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1955

SUBJECT: Pux 113 - S.W. Emigrant Ave. Overcrossing
Union Pacific Railroad Company
Umatilla County

To: Mr. R. H. Baldock ✓
Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson

Gentlemen:

For your information I am giving you herewith the contents of a letter from Mr. Raymond P. Botch, City Manager, addressed to the Public Utilities Commissioner under date of June 2, 1955, relative to the S. W. Emigrant Avenue grade separation project in the City of Pendleton.

The project will entail not only the furnishing of electricity and the maintenance of the lighting system, but also will entail the maintenance of the lighting, sanitation, maintenance of approach walls, and automatic electric drainage system for the drainage of the pedestrian underpass.

I had been advised that not all of these details had been settled with the City of Pendleton at the time the petition was filed. It appears now that the City will cooperate to the full extent suggested by the Commission.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1.

RECEIVED
JUN 9 1955
OFFICE OF
STATE HIGHWAY ENGINEER

COPY OF A COPY

THE CITY OF PENDLETON

Office of
The City Manager

Telephone 3640
Pendleton, Oregon
June 2, 1955

Public Utilities Commissioner
Salem, Oregon

Reference File: F-2465 Notice of Application

Dear Sir:

Reference is made to Notice of Application dated May 24, 1955, of the Oregon State Highway Commission relative to the S. W. Emigrant Avenue proposed overpass and pedestrian underpass.

This is to advise that the City of Pendleton supports the application of the Oregon State Highway Commission and urges its approval.

Sincerely,

/s/ Raymond P. Botch

Raymond P. Botch
City Manager

RPB:dpm

RECEIVED
MAY 25 1955
FOR FILING

30-1145
7653

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. MCIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

May 23, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Pux 113-S. W. Emigrant St. Overcrossing

Attention: Mr. David Don

Dear Sir:

Herewith I hand you original and three copies of application of the State of Oregon, by and through its State Highway Commission, for authority to cross over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, by means of an overcrossing structure and for authority to cross under the tracks and right of way of the said Railroad Companies by means of a pedestrian underpass located on and along S. W. Emigrant Avenue in the City of Pendleton, located in the Southeast quarter of the Northwest quarter of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon.

Two of the copies are for service upon the Railroad Companies and the third copy is for service upon the City of Pendleton.

Very truly yours,

C. W. ENFIELD

By

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 4

cc: Mr. C. W. Enfield
Mr. G. S. Paxson
Mr. P. M. Stephenson

NOTED
G. S. PAXSON

RECEIVED
AUG 16 1955
FOR FILING
Const
[illegible]
[illegible]

Form 113

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

NOTED

5-23-55

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to cross over and across the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, by means of a highway overcrossing structure, and for authority to cross under the tracks and right of way of the said Railroad Companies by means of a pedestrian underpass, located on and along S. W. EMIGRANT AVENUE in the City of Pendleton, known as the S. W. Emigrant Avenue Overcrossing, located in the Southeast quarter of the Northeast quarter of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon.

P E T I T I O N

No. ______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That S. W. Emigrant Avenue is a city street designated by the State Highway Commission as a city street over which the Pendleton-John Day Highway is routed, and, in the improvement of said route, proposes to construct an overcrossing structure over and across the tracks and right of way of Railroads on the northerly side of S. W. Emigrant Avenue and to construct a pedestrian underpass with necessary drainage facilities on and along the southerly side of S. W. Emigrant Avenue, as more fully set forth by prints of Drawings No. 5-N-22 and 6044-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the said overcrossing structure and the construction of the said pedestrian underpass structure is necessary and desirable in the interest of public safety in that the existing crossing at grade of the tracks of Railroads constitutes an undesirable hazard to traffic on the city street and to traffic on the railroad, which hazard should be eliminated.

V

That it is estimated that the average daily volume of vehicular traffic on the proposed overcrossing structure will be 6000 vehicles per day, based upon 1954 counts, with anticipated average annual increases, and that the average daily train movements on the tracks of Railroads at the point of crossing will be approximately 20 trains per day, in addition to approximately 30 switching movements.

VI

That the grade approaching the proposed overcrossing structure is an ascending grade of 5.02% from the west, and the grade approaching the proposed structure from the east is an ascending grade of 4.50%, which grades are connected by a vertical curve 340 feet in length along the northerly gutter and by a vertical curve 330 feet in length along the southerly gutter.

VII

That the petitioner proposes that the construction and the maintenance of the said overcrossing structure and the said pedestrian underpass, with their connecting approaches be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project, except as to things hereinafter stated to be done by Railroad Companies, and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Companies, except as hereinafter set out, from State and Federal funds, including reimbursement to Railroad Companies for necessary expenses incurred in connection therewith which are reimbursable and are not prohibited by the terms of General Administrative Memorandum No. 299, issued by the Public Roads Administration, and Amendments thereof and Supplements thereto.

(c) Maintain the said overcrossing structure with its approaches and appurtenances after completion of the project, except as to maintenance of the structure lighting system, as hereinafter set out under Things to be Done by the City of Pendleton.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Make such revisions in existing railroad signal and communication systems as may be required to safeguard them during the construction of the project and reinstall them in permanent locations after completion of the project.

(b) Furnish such watchman and flagman services as may be necessary to safeguard railroad operations during the construction of the project.

(c) For the purpose of maintaining railroad traffic during the period of the construction of the proposed pedestrian underpass, construct temporary supports for the existing tracks. The excavation for the underpass structure and approaches and the backfilling thereof shall be provided for by State. The work to be done by Railroad Companies should include the driving of necessary piling, excavation for and placing of the caps, stringers, bulkheads, walkways and handrails and the placing of steel beams across the pedestrian underpass structure, which steel beams shall be provided by State. After construction the steel beams should be returned to State and all removable items removed. State should be given credit for the salvage value of all materials so removed which have been charged against State.

(d) After construction of the project, maintain the railroad tracks with their appurtenances and facilities and also maintain the covered subway portion of the proposed pedestrian underpass, excluding lighting and drainage and excluding maintenance of the approaches thereto.

THINGS TO BE DONE BY THE CITY OF PENDLETON:

(a) Maintain the lighting systems for the proposed overcrossing project and for the proposed pedestrian underpass project, including the furnishing of electrical energy therefor.

(b) Maintain the walls and floors of the approaches to the covered subway portion of the proposed pedestrian underpass and also maintain the entire proposed underpass project as to sanitation, cleanliness and defacement, and as to drainage.

CO-OPERATION IN CONSTRUCTION COSTS:

(a) The proposed construction will be a Federal Aid project and in connection therewith it is represented that it is and will be desirable to close the existing crossing on S. W. Emigrant Avenue, identified in the files of the Public Utilities Commissioner as Crossing 2A-215.3, except as to the proposed pedestrian underpass.

(b) That in the event Crossing 2A-215.3 is ordered closed by the Public Utilities Commissioner, Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, should be required to contribute to the extent of ten percent (10%) of the total cost of the entire project, including the proposed pedestrian underpass, and including the cost of all work to be done and services to be provided by Railroad Companies, in accordance with the terms and provisions of General Administrative Memorandum No. 325 issued by the Public Roads Administration under date of August 26, 1940. At this time the preliminary estimate of the cost of the entire project is $518,000.

VIII

That it is anticipated that during the period of construction there will be no impairment of vertical clearances over the tracks of railroad, but that there will be a temporary impaired clearance of 7' 6" on the northeasterly side of the existing northeasterly track. This impaired clearance will be for form work only and will be in effect only during the construction of the project.

IX

That the proposed construction is in the Southeast quarter of the Northeast quarter (SE¼ NE¼) of Section 10, Township 2 North, Range 32 East, W.M., Umatilla County, Oregon.

WHEREFORE, petitioner prays for an order permitting such construction in accordance herewith, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 23rd day of May, 1955.

STATE OF OREGON, by and through its
State Highway Commission

C. W. ENFIELD
Assistant Attorney General and Chief Counsel
for the State Highway Commission

J. M. DEVERS
Assistant Counsel for the State Highway
Commission.

JMD:mb
5/23/55

RECEIVED
APR 21 1955
FOR FILING

30-1145
7653

April 20, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Emigrant Avenue Overcrossing
in Pendleton
Project FGUG-155(A)

Dear Sir:

Under date of April 6 you submitted comments from your Washington office relative to the Emigrant Avenue Overcrossing in Pendleton. These comments have received study, and we submit the following:

1. The use of prestressed concrete girders for the span over the existing railroad tracks was the first alternate considered for this project. You will note, however, that we are crossing two existing tracks spaced 15 feet apart. Both of these tracks must be kept in operation during the construction of the project. The westerly track is the main-line track and cannot be disturbed. Unless the easterly track is moved during construction to provide room for a falsework bent between the tracks, the falsework would have to span both tracks. This would require either a tunnel section approximately 140 feet in length with a 32-foot span, or falsework girders parallel with the highway center line requiring at least 64 feet of span. Either of these falsework spans would require steel girders to support the weight of any cast-in-place concrete span. The shifting of the easterly track during construction would lengthen the main span to provide clearance from the pier, and this in turn would move the center line of the future track farther to the east. Any concrete construction would use precast girders.

The steel girders which we propose to use give a superstructure depth of 4'-5 3/4". We do not wish to increase this depth as this would necessitate steeper grades on the approaches. Precast prestressed concrete girders of this depth would weigh approximately 23 tons each, and 18 girders would be required. The steel girders weigh 7 tons per girder. It is our plan to require the complete fabrication of each girder before erection and to swing these into place without the use of falsework.

Our estimate of the cost of the superstructure in the 77-foot span is $36,900 for the prestressed concrete span and $26,600 for the steel span.

Because of the additional weight of the superstructure, additional cost would also result in the substructure. Considering the additional cost and the difficulty of erection over operating tracks, we believe our steel girder span is preferable.

2. We can increase the width of the median to 4 feet, which will reduce the traveled way on each side of the median from 25 feet to 24½ feet. This will still allow two 11-foot lanes with 2½ feet of curb clearance on the right-hand side. It is not practical to increase the total width of the structure. On the maps submitted with the preliminary data, you will note that warehouse buildings are shown in Blocks 50, 51 and 52. In order to keep these operating we must put in a service road along the north side of the viaduct in this area. Any widening of the structure on this side would interfere with the service road and result in greatly increased property damages. Any widening on the south side would still further encroach upon the oil company installations in Blocks 82 and 83.

This entire project is essentially a city project, and the standards established for the interstate system should not apply. We know of no approved standards for urban projects, but would call your attention to the standards set up in the A.A.S.H.O. "Policy on Geometric Design of Rural Highways" in the diagram on page 565. The roadway widths proposed are in accordance with these standards.

We do not understand the requirement for an offset from barrier curbs at the median. This might be justified in rural areas on the interstate system carrying high-speed traffic. Standards approved at the last meeting of the Committee on Planning and Design Policies with reference to the interstate system call for a one-foot offset at the barrier curb. This does not appear to be warranted for this city project off the interstate system. We propose to use the concrete median 4 feet in width and 6 inches in height with a 1-inch batter on the face.

3. The railroad right of way will be adequately fenced to prevent pedestrians from crossing the railroad at grade.

4. Any attempt to move the oil storage tank opposite Station 230+70 would seriously impair the value of this property for oil station purposes. We are already taking considerable of this property for the service road and, if we attempt to eliminate this tank, would probably have to buy the entire property. We have no record in this state of any oil storage tank of this kind having burned, and even though it should burn there is a good probability that the adjacent structure would not be seriously damaged -- at least we are willing to assume the risk. Because of the cost involved, we do not think it advisable to attempt a relocation of this tank.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:gm lg

cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. F. M. Stephenson

FORM 2-90 25M 9-51 82816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1955

SUBJECT: Bridge No. 6844

To:

MEMORANDUM TO FILES:

L

It is planned to use welded steel girders and composite concrete deck for the span over the tracks at Emigrant Avenue in Pendleton. The estimated cost of this span with steel girders is $26,600. The weight of one girder is 13,780 pounds.

If precast prestressed concrete beams were to be used, the estimated cost would be $36,900, and the weight of each precast unit would be 55,700 pounds.

Robert T. Stanley

RTS/ds

cc G. S. Paxson ✓

NOTE: The above estimate is based on the use of eight steel beams and 18 prestressed precast concrete beams.
I.D.M.

NOTED
G. S. PAXSON

RECEIVED
APR 20 1955
FOR FILING
OREGON DISTRICT
30-1145
7653

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

REFERRED TO
Williams.
By State Highway

Have sent other
copy to Paxson.
Please ask him
to prepare draft
of answer

April 6, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Preliminary plans for the Emigrant Avenue Railroad Grade Separation in Pendleton, Project FGUG-155(4), have been reviewed by our Washington, D. C. office. They have made the following comments:

> "We concur in the Division Office recommendations that a prestressed concrete span be used in place of the proposed welded plate girder span over the existing railroad tracks. Since the entire structure is to be a reinforced concrete beam design, we consider it an advantage to use the same material throughout both from the standpoint of appearance and maintenance. It is also quite possible that a prestressed design would show some economy over the composite welded girder design.
>
> We note that the approaches to the structure consist of four 11-foot traffic lanes separated by a 2-foot median. The 11-foot lanes are carried across the structure but the median is increased to 3 feet and a 3-foot clearance is provided to each curb on the right. No doubt these sections will be adequate for the present traffic volume of 6,200 v.p.d. but looking to the future when volumes will increase and the project extended, it would be desirable to provide a 4-foot median and 12-foot traffic lanes throughout. Should barrier curbs be contemplated on the median, they should be offset from the normal edge of pavement. It is not readily apparent that provisions of higher standards would require the removal of more buildings.
>
> To gain the objective of eliminating pedestrians from crossing the railroad tracks at grade, it probably will be necessary to fence the railroad right-of-way in the vicinity of the proposed pedestrian underpass. It has been brought to our attention many times that pedestrian underpasses become nuisances unless almost constantly policed.
>
> The location of what appears to be oil storage tanks about 10 to 12 feet from the structure at station 230 + is a point of concern. Consideration should be given to seeking a setback such that a fire will not put the facility out of commission."

The question of the 11' lanes was the subject of some discussion between representatives of this office and your office at the time the preliminary plans were being prepared. At that time we stated that, in our opinion, the 11' lanes were satisfactory in view of the restricted street widths. Concerning the median, we feel it would be desirable to get the 4' width if at all feasible. According to latest standards, 4' is considered the minimum width for medians. Across the structure the 4' median could be obtained without any increase in the overall width by reducing the distance between edge of lane and curb from 3' to 2'-6".

The statement made by the Washington Office concerning the barrier curbs on the median and resulting necessary offsets, appears to be a new policy. As a result the median on both the street and on the structure apparently must be of the mountable type unless additional width is provided in the form of an offset on each side of the median.

Your views and comments on the above matters are requested.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
APR 7 1955
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
MAR 23 1955
FOR FILING

30-1145
7653

March 22, 1955

Oregon State Highway Commission

Gentlemen:

For your information I attach hereto a copy of a letter addressed to John W. Cattrall, County and City Relations Engineer, by Raymond P. [illegible], City Manager of Pendleton. I believe you will find this letter self-explanatory, and the purpose of the one-way street couplet is to provide a plan wherein four moving lanes of traffic can be provided for through the entire length of Emigrant Street and thus fit in with the proposed four-lane overcrossing.

The original allocation for construction of the underpass was $[illegible] which was based on a two-lane underpass. When it was determined that a four-lane facility was required, the underpass was found unduly costly to provide for a four-lane width, and the overpass was selected. The four-lane overpass, however, is more costly than the two-lane structure and results in an overall project cost (exclusive of the $[illegible] one-way street couplet) of $[illegible]. This includes a pedestrian underpass under the railroad tracks, which is a necessity by reason of the school located immediately west of the underpass. Direct pedestrian access could not be provided from the overpass due to its elevation adjacent to the school grounds.

Now that we have reached an understanding with the City of Pendleton we plan to proceed as rapidly as possible with the completion of overpass plans in order that bids may be called as soon as final arrangements can be worked out with the Railroad Company and necessary right of way obtained. Additional funds in the amount of $[illegible] over the amount originally allocated will need to be provided, and I suggest that the amount, sufficient to construct the project, be transferred from the $[illegible] of [illegible] federal-aid funds tentatively reserved for the Durkee Overcrossing. The $[illegible] is not sufficient to perform an adequate project at Durkee, and the funds, now being a year old, should be put to work.

This matter will be on the next agenda for your consideration.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. G. S. Paxson
Mr. S. M. Probert
Mr. M. G. Smith
Mr. C. M. Maison
Mr. J. W. Cattrall

WCW:me 1g
Attachment

THE CITY OF PENDLETON

OFFICE OF
The City Manager

TELEPHONE 3640
Pendleton, Oregon

March 11, 1955

Mr. John W. Cattrall
County & City Relations Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Cattrall:

At a meeting of the City of Pendleton Council held on March 10, the matter of the Emigrant Street overpass and accompanying one-way traffic couplet with Frazer Street, was discussed, and the Council went on record as approving of the overpass project as submitted by you and Mr. Crandall last week.

The City Council further approved of the proposed one-way grid system from S.W. Emigrant at 4th to S.E. Emigrant at 3rd, with Emigrant being a one-way street going west, and Frazer being a one-way street going east between these two points. It is our understanding that the costs of this phase of the Pendleton project will approximate $90,000.00, and the City of Pendleton is requested by the Highway Department to bear one-half of the net costs of this project. This phase of the proposal has likewise been approved, with the understanding that should this portion of the project cost less than the estimated amount, that our obligation will be but one-half of the net cost after resale of any surplus property acquired in connection with right-of-ways, etc.

We should greatly appreciate being kept currently informed relative to developments on this project, so that our plans may be forumlated accordingly.

Trusting that this will provide you with the desired information to proceed with this project, and assuring you of our desire to have it expedited as quickly as possible, we are

Very truly yours,

Raymond P. Botch

Raymond P. Botch
City Manager

PB:dpm

RECEIVED
MAR 14 1955
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAR 14 1955
OREGON
STATE HIGHWAY COMMISSION

The World's Round-Up City

RECEIVED
MAR 28 1955
FOR FILING

FORM E-90 29M 9-51 83015

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1955

NOTE
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
OFFICE

On March 2nd Mr. Crandall and I met with the Pendleton City Council regarding the Emigrant Avenue overcrossing.

The Pendleton City Council has tentatively approved the four lane overcrossing structure on Emigrant Avenue and also the one-way couplet using Frazer and Emigrant between S. W. 4th and S. E. 3rd Streets. The Council also approved "no parking" restrictions on Emigrant Avenue from S. W. 8th to S. W. 4th and from S. W. 15th to S. W. 17th (these sections are on the approaches to the overcrossing structure), and also on Emigrant from S. E. 3rd to the railroad crossing at the flour mill. From the railroad crossing easterly to the Old Oregon Trail Highway it did not appear necessary to restrict parking at this time. In addition if it appears necessary the city will restrict parking on one side of Emigrant Avenue from S. W. 17th to the city limits. The city also agreed to "no parking" restrictions on S. E. 3rd Street from Emigrant Avenue to Frazer Avenue and S. W. 4th from Emigrant to Frazer.

The estimated cost on the one-way couplet from S. W. 6th to S. E. 4th Street is $54,000 to grade, drain, and pave, and the right-of-way cost is $35,000 for a total of $89,000. The City Council approved 50% participation in the cost of this one-way couplet. At present time the City Council is financially unable to proceed with this project. The city within the next few months will endeavor to finance its share of this one-way couplet and will notify you by letter as soon as arrangements have been made. As the situation now stands the next move is up to the city of Pendleton.

John W. Cattrall
John W. Cattrall
Engineer, County and City Relations

JWC:mm

cc: F. B. Crandall

RECEIVED
MAR 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 1955
FOR FILING

30-1145
7653

February 3, 1955

Mr. Chas. H. Reynolds
State Highway Commissioner
Post Office Box #98
La Grande, Oregon

Dear Mr. Reynolds:

In reply to your letter of January 29, I give you the following information relative to the Emigrant Street grade separation in Pendleton.

In our original thinking it was planned to construct a two-lane underpass at the railroad crossing on Emigrant Avenue. Later, because of rapid increase of traffic due to large residential development in southeast Pendleton, it appeared necessary to provide four lanes of traffic for the structure to avoid future congestion. Intensive studies indicated that if a four-lane structure were to be built an overpass would be cheaper than an underpass.

We must also have streets of the requisite capacity from the proposed structure both east and west. Emigrant Street does not have sufficient width to provide for four lanes of traffic unless the existing street is widened within present right of way and all parking prohibited. It appears that it would be possible to obtain an agreement with the City of Pendleton for the prohibition of parking on Emigrant Street, except for a seven-block section through the main district of town, which section lies between S. W. 4th Street and S. E. 3rd Street. For this section it appears that a one-way street couplet can be put into effect by using S. E. Frazer Street for traffic eastbound between S. W. 4th Street and S. E. 3rd Street and Emigrant Street for westbound traffic between the same points.

Based on the above, we are now preparing the necessary data for presentation to the City of Pendleton, looking toward the preparation of an agreement between the State and the City. We hope to send these data with the proposed agreement to the City in not to exceed 30 days' time, and, if agreement is signed, we can proceed immediately with the request for hearing before the Public Utilities Commissioner for an order to build the overcrossing. We are in the meanwhile continuing design of the structure.

Additional financing in the amount of $200,000 will be needed as the four-lane structure, with necessary paving of approaches, is estimated to cost $650,000, whereas only $450,000 was allocated for the original two-lane facility. There are no current federal primary funds available, but there is an amount of $367,000 of federal-aid funds in reserve in Division No. 5, these funds being originally tentatively allocated for the Durkee Overcrossing. I would suggest that a sufficient amount be transferred from this reserve to finance the Emigrant Street project.

The present project would not take care of the short one-way street couplet described hereinabove. We are hopeful that the City of Pendleton would agree to carry the costs of this work, or at least a major portion thereof, but we cannot so determine at this time. The cost of the one-way street couplet should not exceed approximately $50,000 for construction, and this work would not need to be contracted until early in 1956 in order to assure its completion simultaneously with the overcrossing. I believe that we can finance the one-way street cost in our next year's budget if the City of Pendleton will not provide the money.

If the additional financing is obtained, and barring unforeseen events, we should be able to call for bids on the project about June.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Ben R. Chandler
Mr. R. E. McIver
Mr. W. C. Williams

WCW:me lg

RECEIVED
FEB 4 1955
FOR FILING

30-1145
7653

NOTED
W. C. WILLIAMS

Salem, Oregon
February 2, 1955

Emigrant Avenue Overcrossing
Pendleton

MEMORANDUM TO THE FILES

Mr. Botch, City Manager of Pendleton, phoned this date inquiring as to the status of the Emigrant Avenue overcrossing.

I gave him a brief status of progress, namely, that we are now thinking in terms of a four-lane overcrossing and that our Bridge Division was proceeding with preliminary design thereof. I indicated further that we presently were concerned with the approaches to the overcrossing, particularly on the easterly or town side, thinking of course that with the four-lane structure the approach facility should be comparable, namely, provision for four lanes one way or another. In this connection it appeared that any attempt to widen Emigrant Avenue from the structure on into and through town, plus elimination of curb parking to provide four lanes, would meet with some opposition as regards the parking elimination. In the light of this, that we were endeavoring to develop a plan wherein Emigrant Avenue would be widened to a 46 ft. curb to curb between the easterly end of the structure and SW Fourth Street such as would provide four moving lanes with parking elimination (no great demand for curb parking on this section); ~~also~~ and between SW Fourth and SE Third Streets and set up a one-way couplet with Emigrant Avenue westbound and Frasier Avenue eastbound. Such treatment will require some flattening of curb returns at SW Fourth and again at SE Third involving some minor right of way acquisitions.

As soon as this plan is completed on paper, a field check will be made to determine the feasibility thereof from the standpoint of practical right of way acquisition. At the same time will contact interested City people to obtain their comments and criticism. I indicated to Mr. Botch that we will probably be contacting him some time next week for a date to discuss the plan.

F. B. Crandall
Traffic Engineer

FBC:jr
cc W. C. Williams
G. S. Paxson
Forrest Cooper

RECEIVED
FOR FILING

30-1145
7653

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1954

SUBJECT:

To:
Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NOTED
W. C. WILLIAMS

Referring to the letter from Raymond Botch, City Manager of Pendleton, dated March 23, 1954 and a letter from Franklin L. Yoakum of the Pendleton Grain Growers dated March 19, 1954, which letters are attached to the general office file which I am returning, I wish to advise that, as there was insufficient data in the Salem office to intelligently frame an answer to these letters, Mr. Crandall and I made an inspection of the area on the ground April 7 and also had a conference with the Mayor, the City Manager and council members, and Mr. Bower, representing the Grain Growers and the Planning Commission.

The matter was discussed at considerable length and several suggestions were made which might help in solving the problem. It was finally decided that we would secure some more field data (culture) and draw up a sketch which represented a composite picture of the entire problem, and after approval or modification by you and Mr. Baldock the matter would be reopened at the local level.

I have, therefore, sent to the field for the needed data and as soon as a map can be prepared the entire matter will be handed to you. In the meantime, I do not believe that it is necessary to answer the City Manager's letter until the plan is in more definite form.

If you wish, I will explain the matter to you before completion of the new setup.

Forrest Cooper
Ass't. Construction Engineer

FC:js

cc F. B. Crandall

Encl: File

THE CITY OF PENDLETON

OFFICE OF
The City Manager

TELEPHONE 3640
Pendleton, Oregon

March 23, 1954

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Reference is made to your March 15 letter to Mayor Morris Temple relative to Emigrant Avenue underpass on Highway 395. A copy of your letter, together with the drawing which you had submitted, has been reviewed by the Pendleton Grain Growers, Inc., and we are enclosing herewith a copy of the comments of the Pendleton Grain Growers relative to your proposal. There is also being enclosed a copy of a drawing which the Pendleton Grain Growers have prepared showing the location of the new grain warehouse which they have ordered.

In view of the fact that their new storage building has been ordered, and because the Grain Growers are anxious to have their new storage facilities available for this year's crop storage, we would greatly appreciate having you review their comments as soon as possible so that further clarification of the problem might be expedited.

Very truly yours,

Raymond P. Botch

Raymond P. Botch
City Manager

enc.

R[illegible]:dpm

RECEIVED
MAR [illegible] 1954
[illegible]

The World's Round-Up City

Mr. Raymond Botch
City Manager
City Hall
Pendleton, Oregon

March 19, 1954

Gentlemen:

We have been studying the letter and enclosed sketch of March 15th, from the Oregon State Highway Department to Mayor Morris Temple. First, I would like to say we are very happy to note that progress is being made toward the day when the Emigrant Avenue underpass will become a reality in Pendleton.

As you know, however, changes on Emigrant will materially affect the property we lease and the buildings we own there between 8th and 10th Streets. Still, we feel that a solution can be worked out that will be satisfactory to everybody. We feel that the logical approach to the problem is a complete discussion with all parties concerned; however, in the interests of time, I shall attempt to indicate in this letter some of the problems presented by the proposed plan of the Highway Department.

As the matter now stands, we have ordered a 70' x 80' Butler building which is at present in fabrication in California, and we expect to start construction work on the foundation within a very few weeks. This building would be located on the Tenth Street property line and extend East from that point. It is indicated in red on the attached sketch. You may remember, this represents an attempt by us to go along with your ideas in holding the West wall of our new building some 13 feet farther East than the location of the old building on 10th Street.

During our past discussions, it was also indicated that a service road would be desirable on the north side of Emigrant. However, it is our opinion that such a service road need not be more than one lane in width and could be at least partly located on the present parking strip, requiring a loss of perhaps only 5 feet in property width for the length of the road. With a full 30 feet required for the above functions, as indicated on the Highway Department sketch, the problems mount.

1. A ramp required for trucks indicated in blue on the attached sketch, necessitated by a change in building width, would end up in the middle of the service road.

2. Good grain elevator operation here and elsewhere requires the use of a space at least 12 feet wide outside of the unloading lane of the elevator for loading out big trucks as well as for access to the side of the warehouse. This is indicated in green on the sketch and indicates the overlap.

COPY

3. Because of the proximity of the East end of our unloading ramp to the new Southwest 9th Street, it will be impossible to turn onto or off of it from the street and will necessitate, during certain times of the year, big trucks approaching our elevator straightening out on our property between 9th and 8th. The trucks will then be required to cross 9th Street, counter to the flow of traffic coming in from the service road.

At this time, it might also be well to mention that, regardless of the outcome of the service road, the cutting through of 9th Street presents some problems of access to our ramp, where the eventual solution appears to us as probably a lowering of the ramp and a consequent lowering of the pit and machinery in the building.

Confusing as the above comments appear, they can be very well explained at the site and we would appreciate the opportunity to discuss this verbally at the proper time and place.

May I take this opportunity to thank you for your consideration in this matter.

I am herewith returning the letter and sketch from the Highway Department, as well as an extra copy f this letter for your disposition.

Very truly yours,

PENDLETON GRAIN GROWERS, INC.

FLY

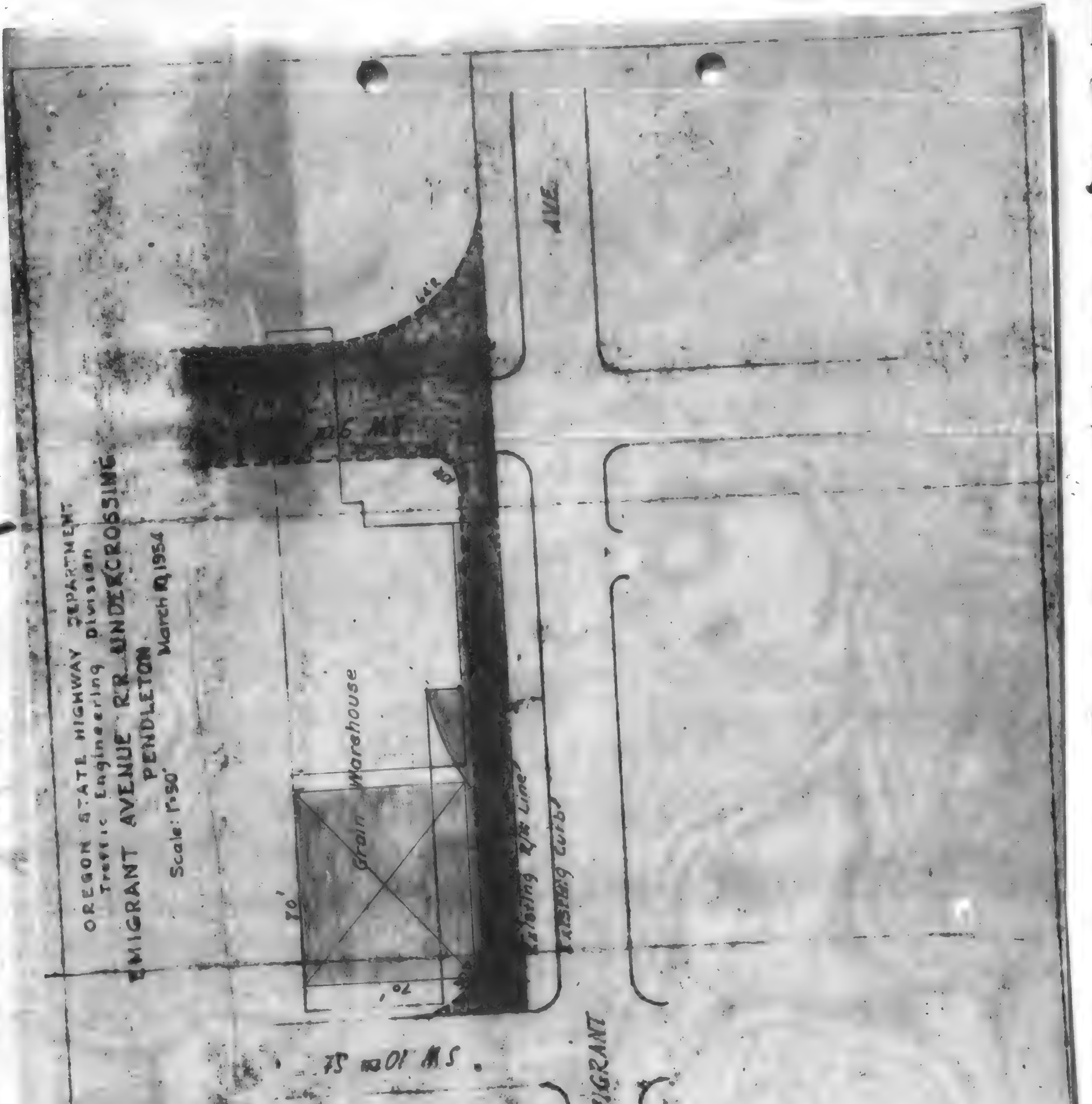
Franklin L. Yoakum

1 xc ✓

FLY:dh

Enclosures

COPY



OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
EMIGRANT AVENUE R.R. UNDERCROSSING
PENDLETON
Scale: 1"=50'
March 12, 1954

S.W. 9 ST
AVE.
Grain Warehouse
70'
70'
Existing R/W Line
Existing Curbs
S.W. 10 ST.
EMIGRANT

ECEIVED
MAR 17 1954
FOR FILING

[illegible]
rojects
[illegible]

March 15, 1954

Honorable Morris Temple
Mayor
City Hall
Pendleton, Oregon

Dear Sir:

In connection with the projected Emigrant Avenue (US395) railroad undercrossing, you have indicated to Mr. Crandall of this office that operators of the grain warehouse on the north side of Emigrant Avenue in the vicinity of Ninth and Tenth Streets plan to proceed with reconstruction and are anxious to know details of the projected work in order that they might coordinate their reconstruction work with the railroad undercrossing project.

A detailed plan of treatment has not been completed for the undercrossing project; however, it does appear that two things will be necessary in the ultimate plan: (1) retention of the service road on the northerly side of Emigrant Avenue between Ninth and Tenth Streets; and (2) cut-through of S. W. Ninth Street between Emigrant Avenue and Dorian Street. I refer you to the attached sketch whereon has been indicated in green the area outside present street right of way that should be reserved for the railroad undercrossing project.

I wish to point out that the attached sketch shows only the additional right of way requirements that directly affect grain warehouse operations and does not attempt to indicate other additional right of way that will be required in the development of the over-all plan.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

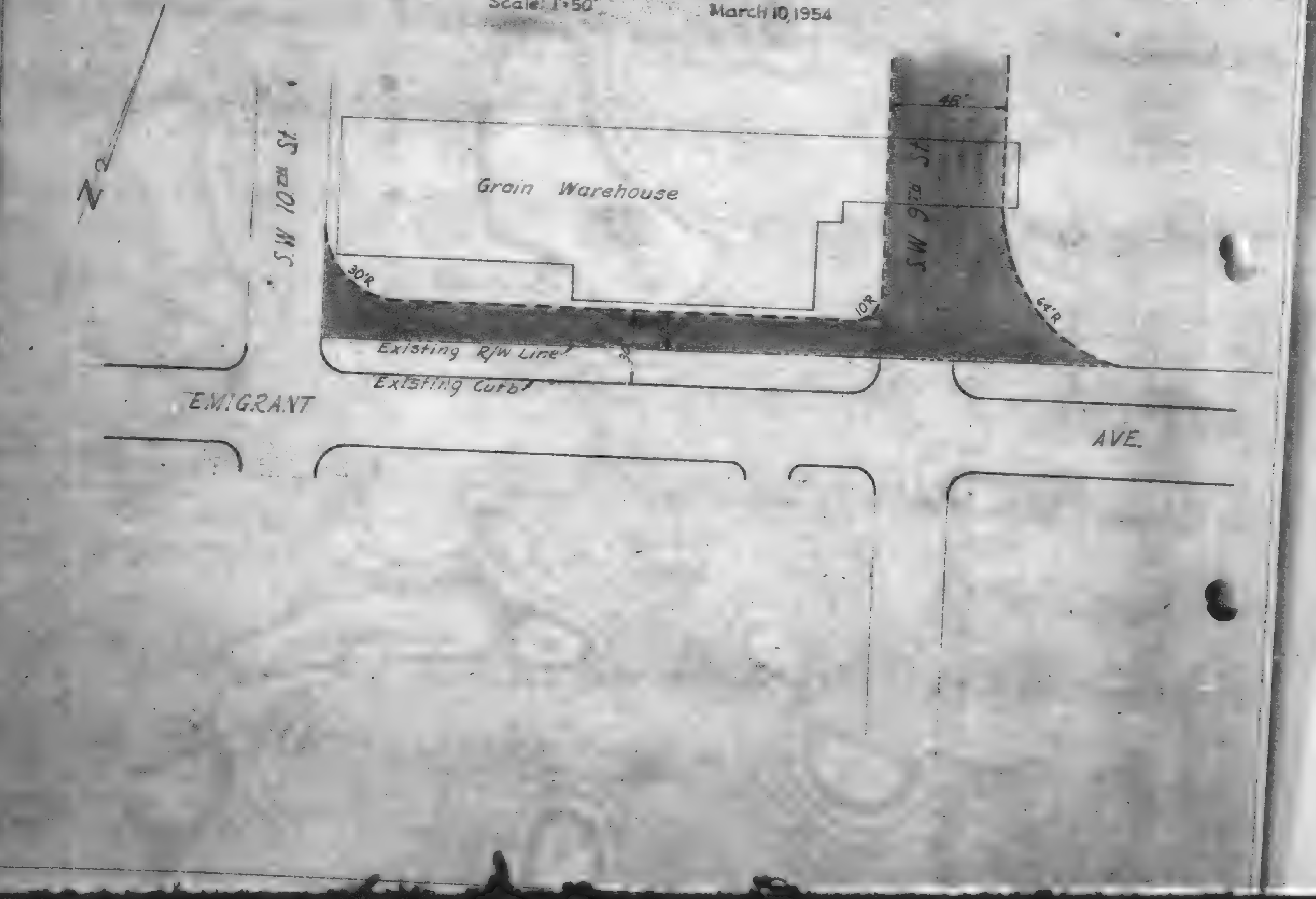
cc Mr. W. C. Williams
Mr. F. B. Crandall
Mr. A. F. Parson
Mr. Forrest Cooper

FBC:as fp

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

EMIGRANT AVENUE R.R. UNDERCROSSING

PENDLETON
Scale: 1"=50'   March 10, 1954


N
S.W 10th St.
Grain Warehouse
30'R
10'R
64'R
46'
30'
S.W 9th St.
Existing R/W Line
Existing Curb
EMIGRANT
AVE.

RECEIVED
MAR 19 1954
FOR FILING

Court
Projects
grade Xings
migrant Underpass

(4)
3-24-54

March 3, 1954

Pilot Rock Lumber Co.
P. O. Box 39
Pendleton, Oregon

Attention: A. W. Moltke, Vice President

The Kerns Company of Oregon, Ltd.

Attention: S. D. Jenkins, General Manager

Oregon Fibre Products, Inc.

Attention: O. B. Eustis, General Manager

Gentlemen:

Reference is made to your letter of January 20, 1954 concerning the location of the proposed underpass of the Union Pacific Railroad on Highway 395 where it approaches Pendleton. You ask the Highway Commission to give serious consideration to the merits of an alternate route for Highway 395 which would provide that 395 would merge with the present southwestern terminus of the two one-way streets through Pendleton, namely, Court Street and Dorion Street.

Your letter was brought to the attention of the State Highway Commission at its meeting last week and along with it, the Commission discussed a report from the Engineer on the subject. In his report, the Engineer pointed out that many years have been spent in studying various possibilities in this vicinity and all have indicated that elimination of the grade crossing on Emigrant Street is the most desirable one. He also pointed out that the plans for the Emigrant Street grade separation project are well advanced, and it is anticipated the project will be advertised for bids to be received in the early part of the summer. Considering all of the factors involved, he recommended against the routing of the highway as you have suggested and that the Commission proceed with the heretofore approved project on Emigrant Street. The Commission adopted the recommendation unanimously.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

RECEIVED
FOR FILING

Const
Projects
Grade Crossings
Emigrant [illegible]
Pendleton

February 5, 1954

Oregon State Highway Commission

Gentlemen:

Attached is a copy of a letter addressed to you by the Pilot Rock Lumber Company and The Kerns Company of Oregon, Ltd. This letter you will find self-explanatory, I believe.

We have spent many years in studying various possibilities in this vicinity, and all of our studies have indicated that elimination of the crossing at its existing location is the most preferable. If a crossing were built to provide a grade separation to connect with the one-way street couplet on US30 it would result in a roundabout route, would put more traffic on US30, which is not desirable, and would not permit the closure of the present Emigrant Street crossing which many people would continue to use in spite of the hazard that exists.

The amount of traffic that wishes to turn west from the Pilot Rock road is negligible in comparison to traffic destined to the city proper and points east and north thereof. We have an origin and destination survey in Pendleton that indicates that of the 1,300 daily average of vehicles entering Pendleton from the south only 90 turn west and 28 turn north to US395, the remaining 1,182 vehicles being destined for either downtown Pendleton, east toward La Grande, or north toward Walla Walla and would use the Emigrant Street underpass. Furthermore, the routing suggested is much more expensive than the Emigrant Street route.

At some time in the future a by-pass of Pendleton will undoubtedly be constructed, which by-pass would probably connect with US30 west of Pendleton near the existing junction with the Cold Springs Highway (US395). At such time as this by-pass is constructed it can accommodate traffic entering Pendleton from the south on US395 destined west and north.

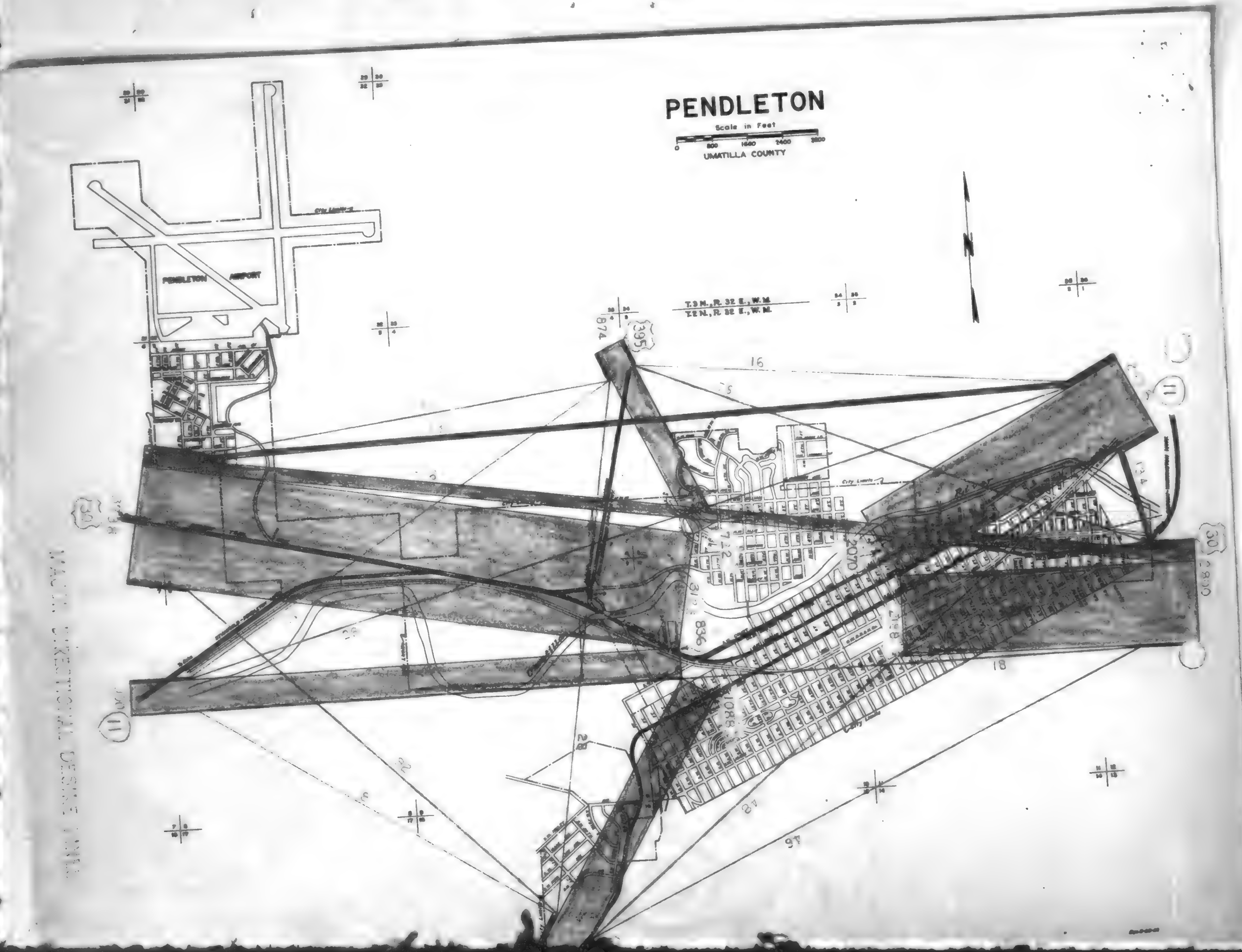
We have the Emigrant Street grade separation project well along in the planning stage and are hoping to be able to call for bids about June. Considering all factors involved, it is my recommendation that the request for the change in routing be denied and that we proceed on the plan on Emigrant Street as now approved by you. This matter will be on the next agenda.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me fp

cc Mr. G. S. Paxson
Enclosure


PENDLETON
Scale in Feet
0
800
1600
2400
3200
UMATILLA COUNTY
PENDLETON AIRPORT
T.3 N., R. 32 E., W.M.
T.2 N., R. 32 E., W.M.
N
395
874
16
11
134
30
2800
2070
712
836
2198
1088
18
28
48
46
3138

MAJOR DIRECTIONAL DESIRE LINES

PENDLETON

DISTRIBUTION OF VEHICULAR TRAFFIC BY MOVEMENTS AND TYPE OF VEHICLE 1953 A.D.T.

Movements in Both Directions	1/ Light Vehicles	Other	Total	%
US395 North of Pendleton (M.P. 29.88)				
To Pendleton Area	540	182	722	83
To ORE11, Oregon-Washington Highway	14	2	16	2
To US30 East of Pendleton	54	4	58	7
To US395 South of Pendleton	28	0	28	3
To Stanfield-Pendleton Highway	2	8	10	1
To US30 West of Pendleton	36	4	40	4
Total	674	200	874	100
ORE11, Oregon-Washington Highway (M.P. 0.30)				
To Pendleton Area	1790	280	2070	85
To US30 East of Pendleton	102	32	134	6
To US395 South of Pendleton	42	6	48	2
To Stanfield-Pendleton Highway	24	4	28	1
To US30 West of Pendleton	122	10	132	5
To US395 North of Pendleton	14	2	16	1
Total	2094	334	2428	100
US30 East of Pendleton (M.P. 233.06)				
To Pendleton Area	1878	310	2188	78
To US395 South of Pendleton	40	6	46	2
To Stanfield-Pendleton Highway	18	0	18	1
To US30 West of Pendleton	328	28	356	12
To US395 North of Pendleton	54	4	58	2
To ORE11, Oregon-Washington Highway	102	32	134	5
Total	2420	380	2800	100
US395 South of Pendleton (M.P. 3.28)				
To Pendleton Area	980	108	1088	83
To Stanfield-Pendleton Highway	8	0	8	1
To US30 West of Pendleton	76	6	82	6
To US395 North of Pendleton	28	0	28	2
To ORE11, Oregon-Washington Highway	42	6	48	4
To US30 East of Pendleton	40	6	46	4
Total	1174	126	1300	100
Stanfield-Pendleton Highway (M.P. 24.64)				
To Pendleton Area	780	56	836	93
To US30 West of Pendleton	0	0	0	0
To US395 North of Pendleton	2	8	10	1
To ORE11, Oregon-Washington Highway	24	4	28	3
To US30 East of Pendleton	18	0	18	2
To US395 South of Pendleton	8	0	8	1
Total	832	68	900	100
US30 West of Pendleton (M.P. 229.75)				
To Pendleton Area	2810	318	3128	84
To US395 North of Pendleton	36	4	40	1
To ORE11, Oregon-Washington Highway	122	10	132	4
To US30 East of Pendleton	328	28	356	9
To US395 South of Pendleton	76	6	82	2
To Stanfield-Pendleton Highway	0	0	0	0
Total	3372	366	3738	100

1/ Includes passenger cars, panels and pickups.

report pending

[illegible]

PILOT ROCK LUMBER CO.

SOFT TEXTURE PONDEROSA PINE

MAIL ADDRESS
P. O. BOX 39
PENDLETON, OREGON

PLANT
PILOT ROCK, OREGON

January 26, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Since writing my letter of January 20, stating the feelings of my company and what I know to be the feelings of many people of the Pilot Rock area regarding the Pilot Rock-Pendleton Highway 395 improvement program, it has been called to my attention by people in Pendleton interested in promoting and improving Pendleton traffic problems, that the Emigrant Street underpass is of vital importance to them because of residential expansion at Sherwood Heights. I can see where an underpass on Emigrant Street would be of vital importance. It would lower fire insurance rates for the city addition and would likewise improve safety for that segment of city traffic; therefore, I wish to withdraw my statement that the Emigrant Street underpass would be wasted.

I still, however, wish to point out that such a route for the main highway would be very impractical from a standpoint of industrial development in the Pilot Rock area. I would classify the Emigrant Street underpass as mainly a Pendleton problem, worthy of support. It seems only reasonable to me that costs of such a project should be spread between the city, county and possibly the state, but should not be the burden of the people of the state entirely. This I believe because as I have said, the lions share of the benefit of such a project would be received by the people residing immediately south and southeast of the Emigrant street railroad crossing, and could well include considerable agricultural interests.

The Emigrant Street underpass does, definitely, have merit, but is not the best route for cross-state traffic whether it be trucks or passenger car movement.

Yours very truly,

PILOT ROCK LUMBER CO.

A. W. Moltke

A. W. Moltke
Vice President

RECEIVED
STATE [illegible] COMMISSION

AWM:vb

ACKNOWLEDGED
H. B. GLAISYER

PILOT ROCK LUMBER CO.

SOFT TEXTURE PONDEROSA PINE

MAIL ADDRESS
P. O. BOX 39
PENDLETON, OREGON

PLANT
PILOT ROCK, OREGON

January 20, 1954

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

The people of the Pilot Rock area are quite concerned as to the location of a proposed underpass or overpass to the railroad on Highway 395, where it approaches Pendleton. It is our understanding that there are two locations being considered at this time. One is on the present route used when entering Pendleton from the south, merging into Emigrant Street; and the other is a re-route of Highway 395, so that 395 would merge with the present southwestern terminus of the two one-way streets through Pendleton; namely, Court Street and Dorion Street.

The people of Pilot Rock respectfully petition the Highway Commission to give serious study to the merits of the latter route, increasing industrial wheat and cattle movement between Pilot Rock; also other points south such as Ukiah and Portland or Umatilla, the Columbia River barge points for the area. It is felt that this truck traffic will not only create a traffic hazard because of its being routed through a residential and school section of Pendleton, but this route would also add considerably to the cost of truck freight that is headed west. It is also felt that such a route as first described, is becoming obsolete when planning modern highways for tomorrow. Trucks, as we all know, are routed whenever possible so as to avoid congested areas. We are aware of the fact that the physical aspects of the latter route create a real cost problem, but it is felt that, while costly, the merit of the second route is still economically feasible when costs are spreading over a period of years, considering the future increased traffic load of 395 south from Pendleton. It is felt that if the second route is not incorporated in the present planning, that it will be done eventually and will then result in overall higher cost for this traffic problem that does have to be coped with. We feel that the underpass on Emigrant Street would be deserted later in favor of the Dorion-Court Street way.

Yours very truly,

PILOT ROCK LUMBER CO.

E. C. Kerns
E. C. Kerns, President

A. W. Moltke
A. W. Moltke, Vice President

THE KERNS COMPANY OF OREGON, LTD.

S. Jenkins
S. D. Jenkins, General Manager

OREGON FIBRE PRODUCTS, INC.

O. B. Eustis
O. B. Eustis, General Manager

RECEIVED
JAN 21 1954
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
JUL 31 1953
FOR FILING

30-1145
11-53

July 30, 1953

Oregon State Highway Commission

Gentlemen:

In order that we may proceed with our plans for constructing the underpass on Emigrant Avenue in Pendleton, it is necessary that we obtain approval from the Bureau of Public Roads for an Urban Highway System for the Pendleton Urban Area.

We have already obtained approval of the City of Pendleton for the Pendleton Urban System, and the matter will be on the next agenda for your consideration. The Secretary will have the necessary map for your inspection, and I recommend your approval of the Urban Highway System as indicated on the map.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. S. H. Probert

RESOLUTION

WHEREAS, Bureau of Public Roads, General Services Administration, General Administrative Memorandum No. 331, dated July 28, 1949, provides for "the establishment of urban areas around and including municipalities of 5000 or more population;" and

WHEREAS, the said General Administrative Memorandum No. 331 further provides for the designation of a Federal-aid urban system in each urban area "--by the state highway department, in cooperation with municipal authorities;" and

WHEREAS, the Oregon State Highway Commission has so designated such a Federal-aid urban system within the Pendleton urban area; and

WHEREAS, the Oregon State Highway Commission has submitted to the Common Council of the City of Pendleton, Umatilla County, Oregon, a map attached hereto, marked "Exhibit A," and by this reference made a part hereof, of the Pendleton urban area upon which is shown colored in red the Federal-aid urban system as proposed by the State Highway Commission; and

WHEREAS, the City of Pendleton is desirous of approving said Federal-aid urban system in compliance with said Bureau of Public Roads General Administrative Memorandum No. 331;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Common Council of the City of Pendleton, Umatilla County, Oregon, as follows:

1. The Federal-aid urban system in the Pendleton urban area, as shown colored in red on the attached map, marked "Exhibit A," is hereby approved.
2. The Oregon State Highway Commission is requested to submit the Federal-aid urban system in the Pendleton urban area, as shown on "Exhibit A," to the Bureau of Public Roads for approval.

Passed by the Common Council of the City of Pendleton, Umatilla County, Oregon, this 15th day of July, 1953.

- - - - - - - - - - - - - - - - -

Attest:

Quinto Ricci
City Recorder

M S Temple
Mayor

RECEIVED
[illegible]
FOR FILING

30-1145
7653

June 29, 1953

Oregon State Highway Commission

Gentlemen:

You received from the Secretary a copy of a letter addressed to the Oregon State Highway Commission by R. C. Roebuck, President of the Pendleton Motor Court Association, requesting immediate construction of an underpass under the Union Pacific Railroad tracks on U.S.395 in the city of Pendleton.

This matter, you will remember, has been discussed at various times, but you have made no definite commitment as to time of construction. There is currently being carried in our tentative five-year program the sum of $450,000 of either 1955, 1956, or 1957 federal-aid funds for this project. The 1955 federal-aid funds will be available during the calendar year of 1954, and it would be possible, if you should so desire, to tentatively program this project for the year 1954.

I am bringing this matter to your attention, so that the Secretary may be advised as to what reply to make to Mr. Roebuck.

This matter will be on the next agenda.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

WCW:me

cc Mr. S. H. Probert
Mr. C. H. Maison
Mr. G. S. Paxson

ON THE OLD OREGON TRAIL
UMATILLA County
PENDLETON, OREGON

AGENDA
JAN 31 1952
D

January 28, 1952

Oregon State Highway Commission

Salem, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

The County Court of Umatilla County strongly recommends the building of an underpass on Emigrant Avenue between 11th and 12th Streets in the West end of the City of Pendleton, Oregon. This underpass has long been needed and we join with the City of Pendleton in urging that this underpass be built as soon as possible by the Oregon State Highway Commission.

Yours truly,

UMATILLA COUNTY COURT
James H. Sturgis
James H. Sturgis,
County Judge
J. E. Olinger
J. E. Olinger,
County Commissioner
Claude Meyers
Claude Meyers,
County Commissioner

10:30 AM
Jan 31, 52

RECEIVED
STATE [illegible]

UCC:MS
c/c J. W. Forrester, Jr.
c/c Morris Temple
c/c Raymond Botch

UMATILLA COUNTY COURT
JAMES H. STURGIS, COUNTY JUDGE
JASPER E. OLINGER, COUNTY COMMISSIONER
CLAUDE MEYERS, COUNTY COMMISSIONER

D

McNARY DAM

RECEIVED
AUG 9 1951
FOR FILING

30-1145
7653

AGENDA
[illegible] 1 1952

June 11, 1951

Mr. Raymond P. Botch
City Manager
The City of Pendleton
Pendleton, Oregon

Dear Mr. Botch:

Reference is made to your letter of April 11, 1951, directed to the members of the State Highway Commission in which you ask the Commission to give consideration to the construction of an underpass on Emigrant Avenue in your city at the point where the Union Pacific Railroad tracks cross that avenue between 11th and 12th Streets.

As stated in my acknowledgement, I brought your letter to the attention of the State Highway Commission at its last meeting. At the discussion of the same, the Commission had the benefit of a report from the State Highway Engineer. According to this report, the estimated cost to construct an underpass 30 feet wide is $450,000 and the cost to construct a four-lane structure is $650,000. From the facts disclosed by the Engineer, the Commission is of the opinion that this underpass is a meritorious project, but the Commission could not see its way clear to authorize the improvement at this time, because of the cost involved.

I was instructed to inform you accordingly.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

10:30 AM
Feb 1, 1952

HBG:ehr

MAP

~~[illegible]~~ Delegation

RECEIVED
MAY 4 1951
FOR FILING

Const
Projects
Grade Xings

May 1, 1951

Oregon State Highway Commission

Gentlemen:

Mr. Glaisyer has furnished you a copy of a letter from Raymond F. Hatch, City Manager of Pendleton, requesting construction of an underpass on Emigrant Avenue, separating grades of US395 and the main line tracks of the Union Pacific Railroad Company.

This is a project which, for several years, has been acknowledged to be meritorious, and, before the war, we made a survey for the elimination of the existing grade crossing. We have revised our former survey to modern standards and present-day costs, and the cost estimate is now $450,000 for a 30-foot width underpass or $650,000 for a four-lane structure. Average daily traffic is approximately 1,300 vehicles at the crossing.

This is the only remaining primary state highway crossing at grade of the Union Pacific Railroad Company's main line in Oregon.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
cc Mr. W. C. Williams
Mr. G. S. Paxson
Mr. H. G. Smith

THE CITY OF PENDLETON

OFFICE OF
The City Manager

TELEPHONE 3640
Pendleton, Oregon

April 11, 1951

Honorable Chairman & Members
State Highway Commission
Salem, Oregon

Gentlemen:

For a number of years the City of Pendleton has been desirous of obtaining an underpass on Emigrant Avenue at the place where the Union Pacific Railroad tracks cross that avenue between 11th and 12th Streets. This underpass would eliminate a hazardous crossing. It is important not only to the citizens of Pendleton but is equally as important in providing a necessary connection on Highway 395 going through Pendleton as well as a connecting link to Highways 30 and 11.

We should greatly appreciate your consideration of this project in connection with the state arterial system, and if after consideration of it, and finding that the project is meritorious, that the necessary surveys be made, and it be scheduled for construction at the earliest possible time. We shall be happy to provide such information as we may have available with respect to the project should you so desire, and shall also be glad to have representatives ofthe City Government meet with your group in Salem or Pendleton to discuss the project with you.

Thanking you for your consideration in this respect, we are,

Very truly yours,

Raymond P. Botch
City Manager

RPB:mm

The World's Round-Up City

ACKNOWLEDGED
H. B. GLAISYER

I-80N-3(61) Memaloose Safety Rest Area, 1971
70 W. of The Dalles
#7654 (Well exploration)

RECEIVED
MAR 28 1972

3-7-72

STATE COPY

FOR FILING

cc: OSHD (AE Johnson)
Region
Wash DC

76.54

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 3/9/72	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. I-80N-3(61)70
COMPLETION DATE 11/5	ACCEPTANCE DATE BY CONTRACT AGENCY 1/5/72	TIME ELAPSED 17/45=38 %	CONTRACT TIME 45
APPROVED EXTENSIONS None	LOCATION Memaloose Safety Rest Area (MP 71) ~~on the Columbia River Highway, I-80N~~		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorised changes and extra work.*

NOTED
A. E. JOHNSON

CM Const. Young 3-22-72

This project provided for the drilling of a 10" potable water well approximately 300' deep including casing, testing, and capping.

The contractor began work on October 22, and completed all project work by November 5.

The well was drilled to an effective depth of 300' at which time sufficient water (350 GPM) was encountered to adequately serve the demands of the expanded rest area and no further drilling was necessary.

Well-drilling work does not lend itself to control or record sampling because of the nature of the work, and so, no materials sampling was done. However, records consisting of the drill log report and well development and pumping tests results were made and this information was reviewed at the resident engineer's office during construction.

The final contract amount was $6,570 which underran the original contract amount of $8,795 by 25.3%. This underrun resulted when well drilling below 300' and well liner items were not required to complete the project work.

COPY SENT
MAR 20 1972
REGIONAL OFFICE

NOTED
TOM EDWARDS
3-23-72

REFERRED TO
Johnson - Young
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original Signed by D. B. Carter Ast. Area Engr. D. B. Carter		SIGNATURE K. E. Simpson	
TITLE Area Engineer	DATE 3/9/72	TITLE Division Engineer	DATE 3-20-72

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
JAN 7 - 72

FOR FILING

F-80N-3(61)70

7654

January 7, 1972

Fireman's Fund Insurance Company
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Department

Gentlemen:

On January 6, 1972, we wrote to you concerning release of final payment on Contract No. 7654 awarded to Project: Corporation dba Project Drilling Corporation for well drilling in Memaloose Safety Rest Area of the Columbia River Highway in Wasco County.

Final payment on this contract is $627.75 and the total contract amount is $6,570. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

cc Project: Corporation dba
Project Drilling Corporation
Route 3, Box 134 B
Milton-Freewater, Oregon 97862

bc Frank Morgan
Walt Hart
V. E. Skoog
Attn: John Kerr
J. F. Putnam

RECEIVED
JAN 5 - 1972
FOR FILING

F-80N-3(61) 70
7654

January 5, 1972

Oregon State Highway Commission

Gentlemen:

Work was completed November 5, 1971 on Contract No. 7654. The contract was with Project Drilling Corporation and was for well drilling on the Memaloose Safety Rest Area Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 5, 1972, and that you concur in this procedure at the Commission Meeting on January 11.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Tom Edwards
State Highway Engineer

VG:dg

bc Floyd Query
George H. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Ross
G. L. Sund
L. H. Young
F. D. Morgan
W. J. Hart
V. E. Skoog
H. S. Cox
J. F. Putnam

I-80N-3(61)70
7654

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Memaloose Safety Rest Area

WEEK ENDING: December 18, 1971

SECTION PREFIX: 633-1004

HIGHWAY: Columbia River

COUNTY: Wasco

NAME OF JOB: Memaloose Safety Rest Area

KIND OF WORK: Well Drilling

CONTRACTOR: Project: Drilling Corporation

CONTRACT NUMBER: 7654

FEDERAL AID PROJECT NUMBER: I-80N-3(61)70

DATE OF CONTRACT: October 7, 1971

DATE WORK STARTED: October 22, 1971

ESTIMATED COMPLETION DATE: November 5, 1971

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: -

SPECIFIED CALENDAR DAYS: 45

SPECIFIED COMPLETION DATE: -

WORK DAYS USED: -

CALENDAR DAYS USED: 17

PERCENT OF TIME ELAPSED: 37.8

PROJECT AUTHORIZATION: $ 18,085.28

EXCLUSIVE OF ENGINEERING: $ 16,505.78

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 6,570.00

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 56 %

ENGINEERING AUTHORIZATION: $ 1,579.50

This week 192.82

ENGINEERING COST TO DATE: $ 1,321.93

PERCENT OF AUTHORIZATION: 71.5 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 40

DATE PROJECT WAS COMPLETED: November 5, 1971

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	Well Drilling	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	-				
MILES PARTIALLY COMPLETED	-				
MILES COMPLETED	-				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	400 ft.				
TOTAL QUANTITIES CORRECTED TO DATE	300 ft.				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	300 ft.				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	PROJECT COMPLETED				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		M
MONDAY	Overcast	0		B RECEIVED
TUESDAY	Overcast	0		DEC 20 1971
WEDNESDAY	Clear	0		CONSTRUCTION DIVISION
THURSDAY	Overcast	0		
FRIDAY	Overcast	0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity. Project completed.
MONDAY	" "
TUESDAY	" "
WEDNESDAY	" "
THURSDAY	" "
FRIDAY	" "
SATURDAY	" "

REMARKS

No activity on project. Drilling completed.

Mr. Walker, Field Const. Eng'r. was in office Wednesday of this week.

Semi-final estimate was submitted to Regional Office Thursday of this week.

FINAL REPORT

SIGNED W. Reed Merritt LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
NOV 29 1971

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

I-80N-3(61)70
7654

November 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project No. I-80N-3(61)70

to Johnson
11-26

Dear Sir:

All work under Contract No. 7654, Memaloose Safety Rest Area Section of the Columbia River Highway in Wasco County, was completed on November 5, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D.
For
L. H. Young
Program and Planning Engineer

Federal Highway Administration
Oregon Division Office Endorsement

Date November 8, 1971

Conditions noted on above date:

Final inspection on November 8. Pumping tests indicate sufficient water.

D. K. Horsner
for
R. E. Simpson
Division Engineer

DBC:bk

NOTED
TOM EDWARDS

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE TO WATER WELL CONTRACTOR
The original and first copy
of this report are to be
filed with the
STATE ENGINEER, SALEM, OREGON 97310
within 30 days from the date
of well completion.

RECEIVED
NOV 2[illegible] 1971
FOR FILING

WATER WELL REPORT
STATE OF OREGON
(Please type or print)
(Do not write above this line)

I-3[illegible]-3 (61?73
765[illegible]'

State Well No.
State Permit No.

(1) OWNER:
Name State of Oregon, Highway Dept.
Address Salem, Oregon

(2) TYPE OF WORK (check):
New Well ☒ Deepening ☐ Reconditioning ☐ Abandon ☐
If abandonment, describe material and procedure in Item 12.

(3) TYPE OF WELL:
Rotary ☒ Driven ☐
Cable ☐ Jetted ☐
Dug ☐ Bored ☐

(4) PROPOSED USE (check):
Domestic ☐ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☒

(5) CASING INSTALLED:
Threaded ☐ Welded ☒
10 " Diam. from 0 ft. to 60 ft. Gage .250
" Diam. from ft. to ft. Gage
" Diam. from ft. to ft. Gage

(6) PERFORATIONS:
Perforated? ☐ Yes ☒ No.
Type of perforator used
Size of perforations in. by in.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.

(7) SCREENS:
Well screen installed? ☐ Yes ☒ No
Manufacturer's Name
Type Model No.
Diam. Slot size Set from ft. to ft.
Diam. Slot size Set from ft. to ft.

(8) WELL TESTS:
Drawdown is amount water level is lowered below static level Hassing [illegible]
Was a pump test made? ☒ Yes ☐ No If yes, by whom? [illegible]
Yield: 135 gal./min. with 5 ft. drawdown after 1½ hrs.
" 175 " 5 " 3 "
" 350 " 7 " 3 "
Bailer test gal./min. with ft. drawdown after hrs.
Artesian flow 0 g.p.m.
Temperature of water 56 Depth artesian flow encountered ft.

(9) CONSTRUCTION:
Well seal—Material used Cement (6 gal. water/sack)
Well sealed from land surface to Sixty ft.
Diameter of well bore to bottom of seal 14 in.
Diameter of well bore below seal 10 in.
Number of sacks of cement used in well seal nineteen sacks
Number of sacks of bentonite used in well seal one-half sacks
Brand name of bentonite Well-gel
Number of pounds of bentonite per 100 gallons of water 45 pounds lbs./100 gals.
Was a drive shoe used? ☐ Yes ☒ No Plugs Size: location ft.
Did any strata contain unusable water? ☐ Yes ☒ No
Type of water? depth of strata
Method of sealing strata off
Was well gravel packed? ☐ Yes ☒ No Size of gravel:
Gravel placed from ft. to ft.

NOTED
E. S. HUNTER

(10) LOCATION OF WELL:
County Wasco Driller's well number
SW ¼ SE ¼ Section 32 T. 3 North R. 12 E W.M.
Bearing and distance from section or subdivision corner

(11) WATER LEVEL: Completed well.
Depth at which water was first found 175 ft.
Static level 113 ft. below land surface. Date 11/10/71
Artesian pressure lbs. per square inch. Date

(12) WELL LOG:
Diameter of well below casing 10"
Depth drilled 303 ft. Depth of completed well 303 ft.

Formation: Describe color, texture, grain size and structure of materials; and show thickness and nature of each stratum and aquifer penetrated, with at least one entry for each change of formation. Report each change in position of Static Water Level and indicate principal water-bearing strata.

MATERIAL	From	To	SWL
Soil	0	2	
Gravel Round 1½"	2	4	
Basalt, Hard Gray	4	[illegible]	
Basalt, Medium Black	[illegible]	57	
Basalt Gray Hard	57	102	
Basalt Soft Porous Black			
Brown variegated	102	113	
Basalt Dark Gray Soft	113	175	
Basalt Broken Grey 58o			
water 20gpm bearing	175	17[illegible]	113'
Basalt Med. Hard Grey	176	220	
Basalt Dark Grey Soft	220	240	
w/Hard green Clay seams			
Basalt porous Black&Brwn	240	252	
water bearing 150-250 gpm 60°			
Basalt Black medium	252	261	
Basalt Porous Blk Water	261	262	
50-150 gpm 61°			
Basalt Grey Hard	262	285	
Basalt Black Very Hard	285	303	

Work started 10-14- 1971 Completed 10/21/ 1971
Date well drilling machine moved off of well 21/Oct. 1971

Drilling Machine Operator's Certification:
This well was constructed under my direct supervision. Materials used and information reported above are true to my best knowledge and belief.
[Signed] (Drilling Machine Operator) Date 10-18, 1971
Drilling Machine Operator's License No. 709

Water Well Contractor's Certification:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.
Name [illegible] Corporation (Person, firm or corporation) (Type or print)
Address [illegible] North 2nd Ave., Walla Walla, Wn.
[Signed] (Water Well Contractor)
Contractor's License No. 512 Date Nov. 5th, 1971

(USE ADDITIONAL SHEETS IF NECESSARY)

SP*45656-119

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 10-274	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-19-71	COUNTY Wasco PROJECT NO. I-80N-3(61)70

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Memaloose Safety Rest Area

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-8-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 9,674.00	FEDERAL FUNDS $ 8,925.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer OCT 19 1971

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. I-80N-3(61)70

MEMALOOSE SAFETY REST AREA

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

Salem, Oregon, October 14, 1971

Project Agreement Estimate.

Type Code Y021
Well Drilling (Sta. 1705+00)

Drilling 10-inch Hole 0-300 Feet	All Required		$5,000.00
Drilling 10-inch Hole 300-400 Feet	100 lin.ft.	15.00	1,500.00
Furnish and Install 10-inch Well Casing	60 lin.ft.	9.25	555.00
Development of Well	4 hour	65.00	260.00
Pumping Test	10 hour	100.00	1,000.00
Standby Time	16 hour	30.00	480.00
	Subtotal		$8,795.00
	10% Engr. & Cont.		879.00
	Total		$9,674.00

Retain in Program

Flagging	All Required	$ 50.00
Well Treatment	All Required	200.00
Furnishing and Placing Well Liner	All Required	800.00
Formation Grouting	All Required	50.00
Abandoning and Filling Well	All Required	100.00
Drilling Additional 10-inch Hole	All Required	6,000.00
	Subtotal	$7,200.00
	10% Engr. & Cont.	720.00
	Total	$7,920.00

Length of Project - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Drilling Well	$ 9,674.00	$ 8,925.00	$ 749.00
Retained in Program	7,920.00	7,306.00	614.00
Total	$17,594.00	$16,231.00	$1,363.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7654

Prefix: 633-1004

RECEIVED
OCT 21 1971
FOR FILING

I-80N-3(61)70
7654

October 20, 1971

Project: Corporation
dba Project Drilling Corporation
Route 3, Box 134 B
Milton-Freewater, Oregon 97862

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7654 for a well
drilling in Memaloose Safety
Rest Area of the Columbia River
Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fireman's Fund Insurance Co.
921 S. W. Washington Street
Portland, Oregon 97205

Attention: Fidelity & Surety Dept.

bc F. D. Morgan
I. D. Merchant
J. F. Putnam
Roy Olson
J. S. Sawyer

RECEIVED
OCT 8 - 1971
FOR FILING

I-80N-3(61)70
7654

October 7, 1971

PROJECT: Corporation
Route 3, Box 134B
Milton-Freewater 97862
Oregon

Gentlemen:

The State Highway Commission on October 4, 1971, accepted your proposal in Memaloose Safety Rest Area in Wasco County for the sum of $8,795 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7654.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
J. F. Putnam
Roy Olson
J. S. Sawyer
William Geibel (SAIF)

RECEIVED
OCT 6 - 1971
FOR FILING
I-80N-3(61) 70
7654

COST ANALYSIS
PROJECTS BID SEPTEMBER 30, 1971

Job No.	Project Name	Percent of Engineer's Estimate	Remarks
7	Memaloose S.R.A.	+26.5%	Bridge Section estimate.
11	Beaver Hill Fill Slide	+59.9%	The bid is reasonable. An error was made in the Engineer's estimate for Bid Item #3, General Excavation. The estimate was $0.60 per cubic yard. The price should have been $2.00 per C.Y. The General Excavation will be done by dragline in wet fall weather which justifies the $2.00 price. The Estimate amount would be $83,895. The amount of the bid over the Engineer's Estimate would be 4.6%.
12	Slide Correction, Cape Meares Loop Road Section and Bay Ocean Road Section	+13.7%	The bid is reasonable. The project estimate was reduced $11,000 at the request of the Specification Unit to keep the project close to the $65,000 funded for the project' construction.

Edgar L. Johnsen
Special Studies and Chief Cost Engineer

9-30-71
ELJ:fw
cc: Tom Edwards
A. E. Johnson
F. B. Klaboe
L. H Young
F. D. Morgan
John A. Bond
Cost Analysis Unit

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
SEP 15 1971

9-10-71

FORM [illegible]
(Rev. 6-65)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-80N-3(61)70

STATE PROJECT NO.: MEMALOOSE SAFETY REST AREA

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME: WASCO

ITEM NO.: 1-656

PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

I-80N-3(61)70
765-1

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc.
9-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
SEPTEMBER 8, 1971	SEPTEMBER 8, 1971	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER
		COLUMBIA RIVER HIGHWAY #2

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S SEPTEMBER 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-10-71		For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

4

9-7-71

TRANSACTION NUMBER 9-16

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-7-71

BY (Signature): MR. YOUNG'S AUGUST 30, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 656 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
656	I-80N-3(61)70	0.0	15,000	13,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
MEMALOOSE SAFETY REST AREA	DRILL WATER WELL

Young
9-15-71

REMARKS (Division)

NOTED
TOM EDWARDS

RECOMMENDED
SIGNATURE AND TITLE:
DATE:

APPROVED
DATE: 9-7-71
SIGNATURE AND TITLE: For R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-9

RECEIVED
SEP 15 1971
FOR FILING

I-80N-3(61)70
7654

RECEIVED
SEP 3 1971
FOR FILING

I-8CN-3(41)70
7654

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Memaloose Safety Rest Area, Columbia River Highway.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Malin Junction Section, Klamath Falls-Lakeview Highway.

   Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

   This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

   This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

   Cancelled.

7. Mile Point 39.2 Slide Section, Sunset Highway.

   No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 616.

9. Sawyers Rapids and Elkton Slide Sections, Umpqua Highway.

   Same as No. 7.

10. Beaver Hill Fill Slide Section, Oregon Coast Highway.

    Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Heppner Highway.

    No footpaths or bicycle trails planned, as provided under Section 2 (2)(a). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

12. Emigrant-Fraser (Pendleton) Couplet Section, Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

RECEIVED
SEP 3 1971

I-80N-3(61) 70
7654

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1971

SUBJECT: Footpaths & Bicycle Trails
Memaloose Safety Rest Areas
Columbia River Highway
Wasco County

To: MEMO TO FILE

This project is for well drilling only and does not involve road construction or relocation, therefore footpaths and bicycle trails are not being considered.

R. D. Asbury

R. D. Asburry
Asst. Program & Planning Engineer

RDA:jb

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall

RECEIVED
SEP 2 - 1971
[illegible]

I-80N-3(61)70
7654

August 30, 1971

Executive Department
Federal Aid Coordination Unit
Room 302, Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following Interstate Project:

Item No.	Project No.	Name
656	I-80N-3(61)70	Memaloose Safety Rest Area (Cl. No. #71.0237)

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb

Enc.

cc: R. N. Chase

SEP 2 - 1971

FOR FILING

I-80N-3(61)70
7654

August 30, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item 656, Project I-80N-3(61)70, "Memaloose Safety Rest Area Well Drilling", which we desire to have included in the Federal-Aid Interstate Highway Program.

It is our intention to receive bids for this project on September 30, 1971.

The work under this project is considered stage construction of a portion of the work required to complete the expansion of the rest area facilities.

Location/design approval for the rest area expansion was requested under our letter of August 9, 1971, which enclosed copies of State and District 9 Clearinghouse approval letters of June 28, 1971 and June 4, 1971, respectively, and a copy of the "Negative Environmental Declaration" as concurred in August 3, 1971, by FHWA.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

RBC:bb
Enclosures

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 8-30-71	**FEDERAL - AID** (PPM
DATE SUBMITTED TO W. O.		

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 I-80N Memaloose Safety Rest Area 65	**ADT**	PRESENT 8,000	FUTURE 14,100 (66) (70)	YE (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Drill Well 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME	
	NAME OF URBAN AREA 17-31		ROUTE NO. I	FEDERAL- I-80

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		I-80N Memaloose Safety Rest Area (M.P. 71)			
5					**ROW**		(Memaloose Safety Rest Area)			
5					**CONST** (CODE)			0.0	15,000	13,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	15,000 (16) (23)	13,800 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

0-71

ADT	PRESENT 8,000	FUTURE 14,100	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35

APPN CODE: 042

ITEM NO.: 656

I. Projects Only — POST MI. DESIG.: 70 N

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): I- NUMBER: 80-3 SEQ. NO.: (61)

CODE: 065

COUNTY NAME: Wasco

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. I — FEDERAL-AID: I-80N — STATE: — U.S.: I-80N

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
						Drill potable water well including casing, testing and capping. (To supply additional water for the Rest Area.)
y	0.0	15,000	13,800	1,200		ROW-200' min.; Access Control-full; Park. Restrictions-complete.
ROJECT TOTALS	0.0	15,000	13,800	1,200		

REMARKS: Additional data: Item 165, Project I-80N-3(18)

-OVER-

USCOMM DUSCOMM-DC 40808-P61

REMARKS - Continued

The work under this project consists of drilling well, install approximately 50' of 10" casing, test and cap well.

The well will be initially drilled within the eastbound rest area and if a minimum of 100 gpm of water is not obtained a second well will be drilled, cased, tested and capped in the westbound rest area. (Project cost based on 2 wells if necessary, each approximately 400' in depth.)

This project is considered as stage construction of the expansion of the facilities of said rest area.

Location/design approval of the facility expansion was requested under letter of August 9, 1971.

"Negative Environmental Declaration" for the expansion was concurred in by FHWA August 3, 1971.

(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

SEP 7 - 1971

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-80N-3(55)69
		STATE PROJECT NO. MEMALOOSE SAFETY REST AREA
		COUNTY NAME WASCO
	ITEM NO. 1-502-B	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

I-80N-3(64)70
7654

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

8-31-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 30, 1971	INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE #2

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E PREPARATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☐ OTHER (Specify)
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-71	G. L. Green	For DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

I N-3(61)70
7654

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 30, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(-)71
Memaloose Safety Rest Area Expansion
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the expansion of the subject rest area as requested in Mr. Klaboe's August 9 letter.

8-31-71

REFERRED TO
ENGR

RECEIVED
AUG 31 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
E. B.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 25 1971
FOR FILING

I-80N-3(61)70
7654

August 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention Mr. John R. Schultz

Dear Mr. Simpson:

Re: Supplemental Letter, Memaloose Safety
Rest Area Expansion

A study of the present water supply system was made and proved to be inadequate to supply the water requirement for the rest area.

Three alternate plans are outlined. On August 16, the following people discussed the proposed water supply plans and concluded that it would be in the best interest of the State to let a separate well drilling contract to determine if an adequate supply of water can be obtained:

Frank Hall, Design Engineer
L. L. Wallace, Bridge Design Engineer
Warren Gaskill, Assistant State Parks Superintendent
Roy E. Olson, Landscape Engineer
D. O. Christenson, Supervising Design Engineer

Attached are the three alternate plans and, as is pointed out, a water supply system utilizing a well would eliminate costly maintenance problems that now exist. In addition, it would give a dependable supply during the winter months when the river source could be subject to freezing.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
R. N. Chase
R. E. Olson

REO:vmt srb

MEMALOOSE SAFETY REST AREA

WATER SUPPLY

PLAN NO. I:

Drill new wells to provide potable water for both safety rest areas and state park and irrigation water for safety rest areas.

Required Work -

1. Drill new wells on separate contract to see if a suitable well can be established.
2. Design water system around well. If suitable well cannot be established, Plan 2 or 3 will have to be used.
3. 50,000 gallon reservoir required for storage.
4. Pump house.

Pros -

1. Would eliminate present costly maintenance now required by use of treatment plant to treat river water.
2. Eliminate possibility of freezing during winter months when safety rest area is kept open.
3. Not as subject to vandalism as other sources.
4. Would eliminate present demand on state park water system which would enable it, with modification, to irrigate the park area.

Cons -

May not be able to establish a suitable well, in which case we would be out the money spent in the well drilling. ($7,000 to $10,000)

PLAN NO. II:

Use existing Columbia River water source for all water requirements.

Required work -

1. Larger pump @ river.
2. Revise electrical feed to pump, which will require permit from UPRR.
3. Increase water line size to handle additional water.
4. Add 100,000 gallon reservoir.
5. Increase size of present water treatment plant.

Pros:

1. Only one water system to maintain.
2. Unlimited water source.
3. Will upgrade park system as well as S.R.A.

Cons:

1. No legal or ready access across UPRR to pumping facility. Would take a PUC agreement to obtain.
2. Maintenance is hampered at present due to difficulty of access across tracks.
3. Pumping system on river is subject to vandalism.
4. Water system is subject to freezing during the winter. Safety rest area is open year around to serve public.

PLAN NO. III:

Use existing park water system as is for park and S.R.A. buildings and get irrigation water from lake to north.

Required Work -

1. Extend power service for considerable distance to feed pump.
2. Pump house.
3. Pumping facilities and pump line.
4. Increase water treatment plant size.

Pros -

1. Irrigation system with maintenance accessibility.
2. Ample irrigation water.

Cons -

1. Vandalism.
2. Long pumping lines to irrigation system.
3. Would put additional load on present park potable water system.
4. Power lines would have to be extended considerable distance, which is costly.

I-80N-3(41).70
4654.

August 9, 1971

Location/Design Approval
Memaloose Safety Rest Area
Expansion
Project No. I-80N-3(-)71
Wasco County

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We hereby request your approval of the location/design as described hereinafter and in the enclosed study report for the proposed Memaloose Safety Rest Area Expansion on the Columbia River Highway, I-80N, in Wasco County.

Location/Design

a. The location is the existing Memaloose Safety Rest Area.

b. The proposed design consists of:

1. Revision of parking facilities to accommodate an additional 17 cars and 8 trucks.
2. Construction of an additional type 8 toilet building with septic tanks and drain fields at eastbound and westbound areas.
3. Construct trailer sanitary station at eastbound and westbound areas.
4. Construction of irrigation system, parking area illumination, drinking fountains, tables and shelters as required to accommodate the projected increased usage of the areas.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy Design Section report July 2, 1971
1 copy Traffic Section Report
1 copy Plans (eastbound and westbound)

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6e of PPM 20-8.

The required "Negative Environmental Declaration" was submitted for concurrence as a separate letter action under the date of July 21, 1971, and received FHWA concurrence August 3, 1971. A copy is enclosed.

Enclosed are copies of State and District 9 Clearinghouse approvals dated June 28, 1971, and June 4, 1971, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Encl.

RNC:dg
cc: R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

Memaloose Safety Rest Area Expansion
Study Report

The location of the safety rest area is M.P. 71.01 (Eastbound) and M.P. 71.57 (Westbound) between Hood River and The Dalles on the Columbia River, I-80N, in Wasco County.

ADT projected to 1975 indicates the need for parking for 32 cars and 11 trucks. Existing parking is for 25 cars and 3 trucks.

The projects consist of expanding parking areas for cars and trucks, construction of toilet buildings, septic tanks and drain fields, trailer santiary station, irrigation system and electrical supply system for buildings, illumination of parking area; also, construction of drinking fountains, tables and shelters with tables.

Additional property is not required, and existing entrance and exit ramps will remain in place.

7/2/71

REO

HIGHWAY DIVISION

DESIGN GUIDE FOR INTERSTATE SAFETY REST AREAS

NAME OF REST AREA Memaloose (Expansion)

HIGHWAY I-80N M.P. 71 COUNTY Wasco DATE May 27, 1971

I Traffic Data

A = 20 year ADT

1975 = 9,700 x 1.22 (Seasonal factor) = 11,834

B = Peak hour directional traffic = A 11,834 x K 0.135 x D 0.6 = 959

Where K = Ratio of design hourly volume to ADT (0.135)

D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 959 x 0.09 = 87

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

		Proposed E.B.	Proposed W.B.
M = Total parking spaces = C x 0.5 =	43	44	39
N = Car parking spaces = M x 0.75 =	32	32	29
O = Truck parking spaces = M - N =	11	12	10

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 196

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 98

R = Number of persons using women's facility = P x 0.5 = 98

The required facilities may be determined by entering the value for persons/hour into the following tables. Existing Type "4"

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
	Urinals	Toilets	Wash basins	Hand dryers: Paper towels or	Hand dryers: Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
	Toilets	Wash basins	Hand dryers: Paper towels or	Hand dryers: Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

Use Type "8" For Expansion

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 17

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 13

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 4

LANDSCAPE ENGR.

APPROVED

FORM [illegible] (REV. 10-[illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 29, 1971

SUBJECT:

To:

Don Keyes
Preliminary Rural Supervisor

BUILDING

Public Hearing Documentation
Memaloose Rest Area
Columbia River Highway I-80N
Wasco County

During 1970, the average daily traffic on the Columbia River Highway (I-80N) at the Memaloose Rest Area was 7,900 vehicles. The projected 1990 average daily traffic is 14,000 vehicles. At present, nine percent of the freeway traffic stops at the rest area.

L. E. George

L. E. George
Operations Engineer

TS:ap

RECEIVED
JUL - 1 1971
DESIGN SECTION

____[illegible]____
____A. Olson____
____Wi[illegible]____
____Hackman____
____Card[illegible]____
__/__Keyes____
____[illegible]____

____Scott____
____Swenson____
____R. Olson____
____Trout____
Do Not File ☐
Keep ☐
Return To____
Other____

RECEIVED
AUG 5 - 1971
FOR FILING

[illegible] H

OREGON STATE
HIGHWAY DIVISION

I-80N-3(61)70

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310
7654

July 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

Memaloose Safety Rest Area
Wasco County

This negative declaration is to accompany our request for approval of Federal-Aid Project No. I-80N-3(-)70.

LOCATION AND DESCRIPTION OF PROJECT The Memaloose Safety Rest Area is located between Hood River and The Dalles on I-80N. It has a commanding view of the Columbia River and Memaloose Island. The area has historical significance because the island was once an important burial ground for Mid-Columbia Indians. Adjacent to the northern section of the rest area is the Memaloose Park Overnight Camp Area.

The rest area project calls for expanding parking area for cars and trucks, and construction of additional toilet buildings, septic tanks, and drain fields. An additional trailer sanitary station, irrigation system, and electrical supply for buildings and parking area illumination is also included in the project.

The new toilet building requires a septic tank and drain fields. The septic tank has a 10,000 gallon capacity and an approximate safety factor against overload of 30%. Design is based upon previous experience and in accordance with Public Health Service Publication No. 526 as revised 1967. A plan of building, septic tank and drain field locations will be submitted to the State Board of Health, Sanitary Division, for their approval prior to the final design.

[illegible] Chase 8-5-71 mc

Young 8-5-71

RECEIVED
AUG 5 1971
PROGRAM & PLANNING DIVISION

NOTED
R. D. ASBURRY

y.

The existing water source is sufficient both in quantity and quality to support the proposed expansion of facilities.

PURPOSE OF PROJECT The expansion of the safety rest area is designed to meet the future needs of I-80N projected to 1985. Services offered the traveling public through safety rest areas are useful to the highway users for both public relations and safety aspects. This project will maintain the present level of service.

DISCUSSION OF ENVIRONMENTAL IMPACTS To operate efficiently, septic tank capacity should not be exceeded. The new sanitary facilities will keep septic tanks and drain fields from being overloaded. This will lessen adverse effects from overusing present facilities. There will be no environmental impacts outside the rest area.

BASIS FOR NEGATIVE DECLARATION No additional property is required for the expansion. All improvements will be within the rest area only, and will result in increased capacity to the road user. Also, the historic and scenic qualities of the site will be preserved for the enjoyment of future visitors.

We therefore submit this negative declaration as the opinion of the Highway Division staff, and respectfully request your concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

Endorsement to Oregon State Highway Division

Concur ____________________ AUG 3 1971
Division Engineer Date

Attachment

AG:dg

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
F. L. Hall
R. N. Chase
J. F. Putnam

RECEIVED
AUG 5 1971
PROGRAM & PLANNING DIVISION

RECEIVED
AUG 5 1971
OFFICE OF STATE HIGHWAY ENGINEER

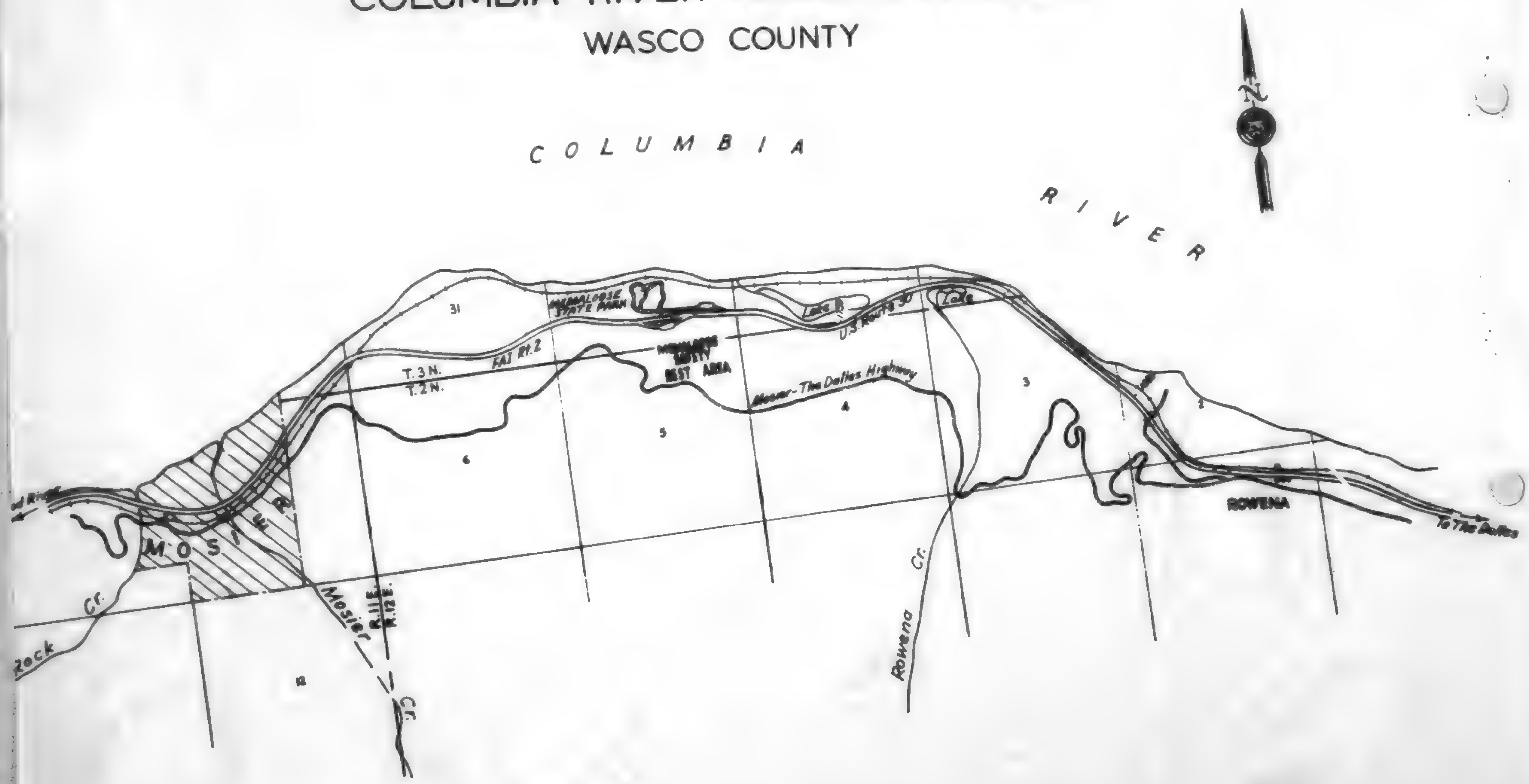
OREGON STATE HIGHWAY DIVISION

Sketch Map

MEMALOOSE SAFETY REST AREA

COLUMBIA RIVER HIGHWAY (I-80N)

WASCO COUNTY


N
COLUMBIA RIVER
MEMALOOSE STATE PARK
MEMALOOSE SAFETY REST AREA
FAI Rt. 2
U.S. Route 30
Lake
Lake
T. 3 N.
T. 2 N.
Mosier - The Dalles Highway
31
6
5
4
3
2
12
Hood River
MOSIER
Rock Cr.
Mosier Cr.
R.11E.
R.12E.
Rowena Cr.
ROWENA
To The Dalles

RECEIVED
JUL 13 1971

FOR FILING

I-80N-3(61) 70
7654

July 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Memaloose Safety Rest Area Expansion

Attached are sketch plans of this rest area showing proposed expansion and a design data sheet with 1975 ADT.

The project consists of expanding parking areas for cars and trucks, construction of additional Type 8 toilet buildings, septic tanks and drainfields, trailer sanitary station, irrigation system and electrical supply system for buildings, and illumination of parking areas.

We request design approval for the expansion and eligibility of Interstate funds for construction.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
J. F. Putnam

REO:vmt srb

[illegible]

NAME OF REST AREA Memaloose (Expansion)

HIGHWAY I-80N M.P. 71 COUNTY Wasco DATE May 27, 1971

I Traffic Data

A = 20 year ADT

1975 = 9,700 x 1.22 (Seasonal factor) = 11,834

B = Peak hour directional traffic = A 11,834 x K 0.135 x D 0.6 = 959

Where K = Ratio of design hourly volume to ADT (0.135)

D - Directional distribution of design hourly volume (0.6)

C = Vehicles stopping peak hour = B 959 x 0.09 = 87

The percentage of vehicles stopping in rest areas varies from about 5 percent to about 13 percent, depending upon location. For example,

1) Near commercial or recreational facilities, C = B x 0.05
2) Typical rural area, C = B x 0.09
3) In an isolated area, with no nearby commercial or recreational facilities, C = B x 0.13

II Parking Requirements

M = Total parking spaces = C x 0.5 = 43

N = Car parking spaces = M x 0.75 = 32

O = Truck parking spaces = M - N = 11

Proposed	
E.B.	W.B.
44	39
32	29
12	10

III Comfort Facilities

P = Persons/hour using facilities = C x 2.25 = 196

The factor 2.25 is derived by multiplying the average vehicle occupancy (3.0) by the ratio of persons using comfort facilities (0.75)

Q = Number of persons using men's facility = P x 0.5 = 98

R = Number of persons using women's facility = P x 0.5 = 98

The required facilities may be determined by entering the value for persons/hour into the following table.

Existing Type "4"

Persons/hour using rest room during design hours (Q)	Number of facilities - men's room				
				Hand dryers	
	Urinals	Toilets	Wash basins	Paper towels or	Air dryers
0-105	2	2	2	2	2
105-225	3	3	4	3	4
225-315	4	4	5	4	6
315-375	5	4	5	4	7
375-435	7	4	5	5	7
435-500	9	5	7	5	8

Persons/hour using rest room during design hours (R)	Number of facilities - women's room			
			Hand dryers	
	Toilets	Wash basins	Paper towels or	Air dryers
0-105	4	3	2	2
105-225	6	4	3	4
225-315	9	6	4	6
315-375	10	6	4	7
375-435	12	8	5	7
435-500	14	8	5	8

Use Type "8" For Expansion

IV Other Facilities

S = Picnic tables (includes shelters w/tables) = M x .4 = 17

(Factor of .3 to .5 may be used where local conditions so dictate)

T = Litter receptacles = M x .3 = 13

(Factor of .2 to .4 may be used where local conditions so dictate)

U = Drinking fountains = M x .1 = 4

APPROVED

LANDSCAPE ENGR.

I-80N-3(6-1)70
7654

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~EDWARD G. WESTERDAHL, II~~
Director

June 28, 1971

Klaboe

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Memaloose Safety Rest Area
Clearinghouse #71.0237

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Department of Environmental Quality cautions:

> "We concur and approve of the project #71.0237. All waste treatment or disposal facilities must be reviewed and approved by the appropriate review agency prior to the start of construction."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

cc: July 5, 1971
R.E. Simpson FHWA
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
R.S. Hawkins
J.F. Putnam

NOTED
R. D. ASBURRY

NOTED
R. N. CHASE

RDA
Gifford

Young
7-2-71

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 2 1971
PROGRAM & PLANNING
DIVISION

90N-3(61)70
7654

MID-COLUMBIA ECONOMIC DEVELOPMENT DISTRICT

P. O. BOX 280 • **THE DALLES, OREGON 97058** TELEPHONE 503 — 296-2266

June 4, 1971

Klaboe
cy Edw
6-7-71

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Mid-Columbia Economic Development District has reviewed the Notice of Intent for the Memaloose Safety Rest Area, Columbia River Highway, Wasco County, as part of their Clearinghouse Review.

This project fits into the park program of the District. The District favors this project.

Sincerely yours,

Richard W. Pearson

Richard W. Pearson
Executive Director

RWP:blm

cc: Local Gov. Relations Div.

NOTED
R. N. CHASE

RECEIVED
JUN 7 1971
PROGRAM & PLANNING
DIVISION

cc: R. E. Simpson FHWA
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. S. Hawkins
J. F. Putnam

orig to Young
6-7-71

RECEIVED
JUN 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Gifford

RECEIVED
JUN 7 - 1971
DESIGN
SECTION

Scott
Svendsen
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

NOTED
R. W. ELLISON

BEN GIFFORD

RECE
JUN 7 - 1971
FOR F

Klaboe

STATE OF OREGON **INTEROFFICE MEMO**

I-80N-3(61)70

TO R. L. Porter, State Highway Engineer

DATE: June 3, 1971

RECEIVED
JUN 4 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7654

FROM: Federal Aid Coordination Unit
Program Planning Division
301 Public Service Bldg., Salem 97310

Young
6-7-71

SUBJECT: Memaloose Safety Rest Area
Clearinghouse #71.0237

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you refer to this number in any future correspondence.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by June 23, 1971.

If you have questions or need assistance, please let us know.

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

81.133.0019
WCK:smw

RECEIVED
JUN 2 - 1971
FOR FILING

I-80N-3(61)70
7654

June 2, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 9	Memaloose Safety Rest Area
Federal Aid Interstate	Columbia Riv. Hwy., Wasco County

The estimated date of filing for federal-aid funds on this project is July 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

June 2, 1971

Mid Columbia Economic Development District
Wasco County Courthouse
The Dalles, Oregon 97058

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

State Administrative District No. 9	Memaloose Safety Rest Area
Federal Aid Interstate	Columbia Riv. Hwy., Wasco County

The estimated date of filing for federal-aid funds on this project is July 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
R. S. Hawkins
J. F. Putnam

yellow

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Memaloose Safety Rest Area
Columbia Riv. Hwy., Wasco Co.

June 2 1971

FROM: Applicant Agency State Highway Division
Address Salem

Contact Person L. H. Young
Phone 6563

1. Project requires Emergency Board approval of agency federal fund limitation: Yes........ No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Nine (9) City --

County Wasco Special District(s) (if applicable) ---

Other affected jurisdictions/agencies ---

3. **Federal Program**

Common Program Name Federal Aid Interstate

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application........

---

4. **Estimated Project Cost**

Federal Share $ 369,000
Loan......... Grant X
Local Applicant Share (---)
(if any) $ ---

State Agency Share $ 31,000

Other (Specify) $ ----

Total $ 400,000

Source of State Agency Share

General Fund $ ---

Other Funds (specify) $ 31,000 Highway

Indirect Cost Reimbursement

No X Yes .... $ ....
(Approx)

Will Federal share change: No X

Yes, from .... % to .... %

When..............................

5. **Period Covered by Projects**

Beginning date .... August, 1971 ....
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... 1 year ....

Approximate ending date .... September, 1972 ....

Will renewal be requested? Yes .... No X ....

6. **Estimated Application Filing Date** .... July 1, 1971 ....

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

MEMALOOSE SAFETY REST AREA, Columbia River Hwy., Wasco County

This project envolved preliminary engineering, grading, paving, and incidental work necessary to expand the facilities to increase the capacity of this safety rest area.

Details of construction as follows:

Construct parking to provide for 11 trucks and 32 cars each unit.

Construct additional toilet building, septic tank and drain fields. Provide trailer sanitary station.

Upgrade water supply system.

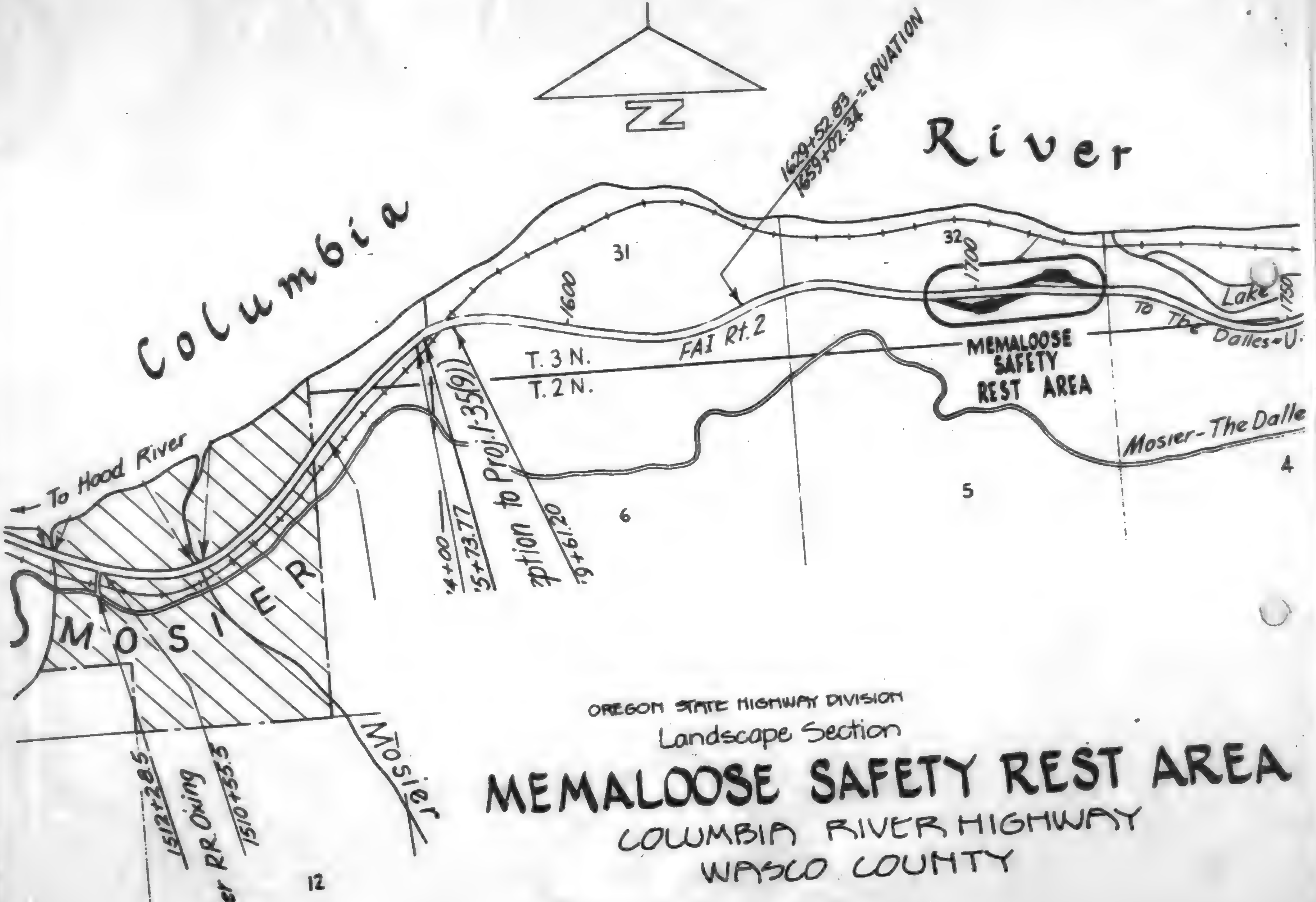
Construct tables, shelters, benches, information shelter, and walks.

Installation of irrigation system.

Additional area illumination.

This project is related to the "Goals for a Livable Oregon" by the up-dating of the existing safety rest area to accommodate more traffic capacity.

See attached map for geographical location.


N
Columbia
River
1629+52.83
1659+02.34 = EQUATION
31
32
1600
1700
1750
FAI Rt. 2
T. 3 N.
T. 2 N.
MEMALOOSE
SAFETY
REST AREA
Lake
To The Dalles-U.
Mosier-The Dalle
4
5
6
12
← To Hood River
MOSIER
Mosier
'4+00
'5+73.77
ption to Proj. I-35(91)
'9+61.20
1512+28.5
Mosier R.R. Oxing
1510+33.5

OREGON STATE HIGHWAY DIVISION
Landscape Section

MEMALOOSE SAFETY REST AREA

COLUMBIA RIVER HIGHWAY
WASCO COUNTY

T-5025(5) S.W. Allen Blvd. at Western 1971
Ave. (Beaverton)
#7655 (Grad., pav. & traf. signals)

FILE

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Beaverton
City Hall
Beaverton, Oregon 97005

Attention of Lawrence R. Sprecher
City Manager

Request No. (assigned by staff engineer or head of division) oc 1406

Date July 5, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(5)
S.W. Allen Blvd. @ Western Avenue
City of Beaverton

Covered by agreement dated 4/12/71
Contract #7655

Itemized Statement: CLR-DT FILE #502505 ADVANCE DEPOSIT $15,850.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	15,850.00	
		Amount previously transferred	10,850.00	
		Balance of Advance Deposit		5,000.00
		City costs per attached hseet	13,484.20	
		Less amount previously transferred	10,850.00	2,634.20
		TO BE REFUNDED TO CITY		$ 2,365.80

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,850

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,850

Give the number of the last previous request in connection with this same service. oc 1316,

Credit distribution: 34-0602-299

Submitted by: Gary E. Zehner Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-5-74

CITY BEAVERTON **Contract No.** 7655 **Date Completed** June 16, 1972

PROJ. # T-5025(5) **Section** SW Allen Blvd. @ Western Avenue

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 1,817.96
Payments to Contractor	57,288.01
Construction Engineering	7,501.85
TOTAL PROJECT COST	$66,607.82
Federal Funds Collected	41,299.97
BALANCE	$25,307.85
Item in which the FHWA did not participate Construction Engineering in excess of 10%	1,660.55
Amount to be shared by City & State	$23,647.30
City share per agreement dated 4/21/71	
50% of 23,647.30	11,823.65
100% of Non-participating item	1,660.55
	$13,484.20
City's Advance Deposit 10/13/71	$15,850.00
Balance to be Refunded to City	$ 2,365.80

Reference: Billing Form________

[illegible] F.A. Projects

A. No.	Cont.#	Prefix	1-12-74 Description	F.A. Funds	Date
-102(1)	7546	517-1032	Jump off Joe Cr.-Louse Cr. Interch.	[illegible]	5-20-
(22) 28	P.E.	Various	Canyonville-Jump off Joe Cr.	601,192.45	5-20-
(16) 81	P.E.	Various	The Dalles-Celilo Section	251,951.22	5-20-
-7(4) 54	P.E.	Various	South Baker Jct.-Nelson Section	250,840.44	5-20-
T-5023(3)	7685	4-0603	N. 4th St. - 14th St. ([illegible])	45,778.01	5-20-7
T-5022(4)	7727	9-0604	Mill St. at Portland Ave. (Bend)	15,604.69	5-20-
T-5015(3)	7702	19-0603	Washington Way at Shasta Way	34,916.65	5-20-
T-5007(1)	P.E.	15-0601	City of [illegible]	8,192.43	5-20-
T-5025(2)	7551	26-0606	Burnside St. (Portland) Channelization	46,836.14	5-20-
T-5025(3)	7507	3-0601	[illegible] Rd. - State St. ([illegible])	48,953.32	5-20-
5025(?)	7655	34-0602	S.W. Allen Blvd at Western Avenue (Beaverton)	41,299.97	5-20-
5025(1)	7648	3-0603	S.E. McLoughlin Blvd. at S.E. [illegible] (Milwaukie)	17,978.79	5-20-
T-5025(16)	7678	26-0606	E. Burnside Blvd at Hood Ave. (Gresham)	8,741.09	5-20-7
T-5025(19)	7754	26-0607	Portland City wide Traffic Signal (unit B) (24 Hours)	55,252.29	5-20-7
T-5021(3)	7700	5-0603	Columbia Blvd at 18th St. & St. Helens St.	23,504.42	5-20-7

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ LE ☐ RE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Final Voucher

(MEMORANDUM)

D BY
GENERAL,
66

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

UCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 2-12-73

DO.O. VOUCHER NO. BEAVERTO

VOUCHER NO.

SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO (Insert official or depositary named in project agreement)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, Oregon

STATE Oregon

FEDERAL AID PROJECT NO. T-5025(5)

VOUCHER PERIOD: FROM September 10, 1971 TO February 12, 1973

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
66,607.82	64,947.27	63.59%	41,299.97	41,299.97	0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

/s/V. E. Skoog, Fiscal Officer OREDOT

Oregon

0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	IT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SW ALLEN BLVD. @ WESTERN AVE. AVERTON) SECTION					
	WASHINGTON COUNTY					
	Preliminary Engineering					
	Type Code PE					
	Preliminary Engineering	All required			$ 1,817.96	
	Total Preliminary Engineering Cost				$ 1,817.96	
	Construction					
	Type Code 6201					
	Roadway (Allen Blvd. @ Western Ave.) (Contract 7655					
	Final contract payment summary	Lump Sum			$58,413.01	
	Total Construction Cost				$58,413.01	
	Construction Engineering					
	State	All required			$ 5,841.30	
	Liquidated Damages					
	Final Contract payment summary	Lump Sum			$(1,125.00)	
	Total Participating Cost				$64,947.27	
	Nonparticipating Items					
	Construction Engineering	All required			$ 1,660.55	
	Total Nonparticipating Cost				$ 1,660.55	
	TOTAL COST				$66,607.82	
	AMOUNT CARRIED FORWARD......					

SUMMARY OF COMPLETED FEDERAL AID WORK

SW ALLEN BLVD. @ WESTERN AVE. (BEAVERTON) SECTION

T-5025(3)

Description	Type Code	Roadway Width	Total Cost	FA Funds	Total Lenth
Preliminary Engrg.	PE	N/A	$ 1,817.96	$ 1,156.04	-
Roadway (Allen Blvd. @ Western Ave.)	6201	Variable	64,789.86	40,143.93	0.10 mile
TOTAL			$66,607.82	$41,299.97	0.10 mile

5

STATE COPY

7655 2-12-73

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads cst

REGION NO. 10	REPORT NO. 5	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 2-12-73	REPORT MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. T-5025(5)
COMPLETION DATE 6-16-72	ACCEPTANCE DATE BY CONTRACT AGENCY 9-8-72	TIME ELAPSED 106.8 %	CONTRACT TIME 220 calendar days
APPROVED EXTENSIONS None	LOCATION City street in Beaverton, Oregon, S. W. Allen Blvd. at Western Avenue.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 16 1973
REGIONAL OFFICE

Con 220

S. W. ALLEN BLVD. AT WESTERN AVENUE
Grading, Paving, and Traffic Signals

This TOPICS project provided for the construction of 0.10 miles of roadbed with 48 ft. of width and full depth asphalt concrete pavement. Traffic signals were installed at the intersection of Allen and Western.

All physical work was satisfactorily completed in substantial conformity with the approved plans and specifications on June 16, 1972, at which time 235 chargeable days had elapsed. The contract time was 220 calendar days for 15 days of liquidated damages.

The final cost of the original contract was $57,909.61 which is an underrun of 8%. The total cost of the project including engineering and contingencies was $63,633.10 an underrun of 17%. The resident engineer has satisfactorily explained the underruns.

All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H. S. COULTER

2-22-73
Cy Keasey
Young

RECEIVED
FEB 21 1973
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil for V. N. Bryant		SIGNATURE Vernon V. Cusack	
TITLE	DATE	TITLE	DATE

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

7655

DATE February 1, 1973

Federal-aid Project
No. T-5025(5)

TO ~~G. L. Green, Division Engineer~~
R. E. Simpson, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Office Engineer

SUBJECT Request, Federal-aid Project Acceptance

Contract 7655 Work Completed June 16, 1972

Project S.W. Allen Blvd. at Western Ave. (Beaverton)

Highway FAS 840

County Washington

Acceptance: State Highway Commission September 8, 1972 28?

Federal Highway Administration June 26, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:dgk

cc: V. E. Skoog

RECEIVED
[illegible] 1 1972
FOR FILING

7655

NOTED ON CARD
11-14-72 RS

November 14, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Attention: Jon E. Morris
Vice President

Gentlemen:

Thank you for your letter of November 10, 1972, informing us that you have received from United Pacific Insurance Company $1,558.96 for asphalt paving in place.

You state this is in reference to your claim against the Al Kalkhoven Contract No. 7655 for work on S. W. Allen Boulevard at Western Avenue in the City of Beaverton on FAS 840 in Washington County.

This information is being noted in our records and we will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Cascade Construction Company
General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421

November 10, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attn: C. W. Head, Secretary

Gentlemen:

We wish to inform you that Cascade Construction Company, Inc. has received funds from United Pacific for asphalt paving in place in the amount of $1,558.96 for your contract No. 7655 - S.W. Allen Boulevard at Western Avenue. The amount owing on this contract has now been paid in full.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM/jle
cc: Mr. Al Kalkhoven - Beaverton

RECEIVED
NOV 1 [illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DEPARTMENT
FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110104

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1316		34-0602-299

City of Beaverton
City Hall
Beaverton, Oregon 97005

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Joseph F. Jackson, Engineer			
Advance Deposit			$ 15,850.00
Partial transfer of advance deposit for the S.W. Allen Blvd. @ Western Ave. TOPICS Project. Contract # 7655			
Covered by agreement dated 4-12-71			$ 10,850.00
to be retained			$ 5,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ UPE ☑ COOR. ☑ CE ☐ OE ☐ RE ☐ AE ☐ RPE ☑ UE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-[illegible])
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Beaverton
City Hall
Beaverton, Oregon 97005

Attention of Mr. Joseph F. Jackson
Engineer

Request No. (assigned by staff engineer or head of division) cc 1316

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5025(5)

Itemized Statement: Advance Deposit $15,850

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for the S.W. Allen Blvd. @ Western Avenue TOPICS project. Contract #7655.		
		Covered by agreement dated 4/12/71.		10,850
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,850

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 34-0602-299

Submitted by: RICHARD BLADORN
Richard Bladorn

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

s

RECEIVED
OCT 25 1972
FOR FILING

Claim 475

FILED
OCT 24 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
10-25-72 ks

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7655

October 20, 1972

Cascade Construction Company
P. O. Box 4267
Portland, Oregon 97208

Gentlemen

This is in reply to your claim letter of October 19, 1972, advising us that Al Kalkhoven owes you $1,558.96 for furnishing asphalt paving.

You stated this is in connection with the Al Kalkhoven Contract No. 7655 for work on S. W. Allen Boulevard at Western Avenue in the City of Beaverton on FAS 840 in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Co.
Al Kalkhoven

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
OCT 24 1972
OREGON
STATE HIGHWAY COMMISSION

Cascade Construction Company

General Contractors • Modern Pavements
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-3421

October 19, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attn: C. W. Head, Secretary

Gentlemen:

Pursuant to ORS 279.526 notice is hereby given that the undersigned, Cascade Construction Company, Inc., has a claim for furnishing asphalt paving in place for your contract No. 7655 - S.W. Allen Blvd. at Western Avenue section to Al Kalkhoven in the sum of $1,558.96 (balance of retainage) against the bond taken from Al Kalkhoven (surety unknown) for the work as detailed in your contract No. 7655 - S.W. Allen Blvd. at Western Avenue section.

Yours very truly,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
Vice President

JEM/jle

cc: Mr. Al Kalkhoven

RECEIVED
OCT 20 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

RECEIVED
OCT 9 - 1972

FOR FILE

7655

October 6, 1972

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

Attention: William E. Cain

Gentlemen:

This is to acknowledge receipt of your letter of October 5, 1972, with attached assignments on the three contracts wherein Al Kalkhoven assigns to his surety, United Pacific Insurance Company, all monies now due or which may hereafter become due under each of the described contracts:

Contract 7655 - S. W. Allen Blvd. at Western Avenue in Beaverton, Washington County

Contract 7656 - S. W. Erickson Ave.-S.W. Main Avenue in Beaverton, Washington County

Contract 7551 - Bancroft Street (Portland) Channelization, Multnomah County

Each of these assignments have been signed by Mr. Al Kalkhoven and by Mr. William E. Cain of the United Pacific Insurance Company. Mr. Jack Sollis, Assistant Attorney General, has approved these assignments as to form.

As requested, we will mail future payments on these three contracts to your attention in Tacoma, Washington. Enclosed are copies of the assignments.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fm
Att.

cc Al Kalkhoven
17660 S.W. Oak
Beaverton, OR 97005

A. E. Johnson
V. E. Skoog Attn: Bill Monner
Jack Sollis

1972
THE YEAR OF
ACTION

SERVICE PROTECTION INTEGRITY
THE MEANING OF RELIANCE

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

October 5, 1972

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Attention: C. W. Head, Secretary

Subject: No. 7655 - S.W. Allen Blvd. at Western Ave.
No. 7656 - S.W. Erickson Ave. - S.W. Main Ave.
No. 7551 - Bancroft St. channelization project

Gentlemen:

Enclosed please find two original Assignments on each of the above contracts wherein Al Kalkhoven assigns to his surety, United Pacific Insurance Company, "all monies now due or which may hereafter become due" under each of the above described contracts.

Please direct all such monies to United Pacific Insurance Company at the following address:

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401
Attention: William E. Cain

Please sign the acknowledgment of receipt of the Assignment of the copies and return it to me at the above address.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

William E. Cain

William E. Cain

all 3 OK
10-6-72 JRS

Enclosures

RECEIVED
OCT 6 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

ASSIGNMENT

FOR VALUE RECEIVED, the undersigned, **Al Kalkhoven**, hereinafter called Assignor, hereby assigns, transfers and sets over to the UNITED PACIFIC INSURANCE COMPANY, a Washington corporation, hereinafter called Surety, all monies now due or which may hereafter become due under the following described contract:

No. 7655 - S. W. Allen Blvd. at Western Ave.

Assignor hereby constitutes and appoints the United Pacific Insurance Company its true, lawful and irrevocable attorney-in-fact to demand, receive and enforce payments, to execute estimates, payment warrants, vouchers, drafts, and/or checks, and to give receipts, releases, satisfactions for, and to sue for all monies payable to the Assignor and this may be done either in the name of the Assignor or in the name of the Surety with the same force and effect as the Assignor could do if this assignment had not been made. Any and all monies or payments which may be received by the Assignor to which the Surety is entitled under and by reason of this Assignment will be received by Assignor as trustee for the Surety and will be immediately delivered in kind to Surety without commingling. Assignor hereby represents and warrants to the Surety that the monies above have not heretofore been alienated or assigned.

This Assignment is irrevocable and shall remain in full force and effect until its release in writing by Surety. Notice of this Assignment may be given at the option of the Surety. That the general nature of the business out of which such accounts arise or are to arise is **contracting** and such business is or will be carried on out of **Beaverton, Oregon**.

IN WITNESS WHEREOF, the Assignor has caused its name to be subscribed hereto this 5 day of **October, 1972**.

AL KALKHOVEN

By____________________

SWORN AND SUBSCRIBED TO before me this 5 day of October 19 72.

Notary Public in and for the
State of Oregon,
County of __________

My commission expires 5/7/74

PLEASE TAKE NOTICE that monies due or to become due under the above referred to contract have been assigned to the undersigned and payments thereunder should be made to the Surety at the branch and address indicated below. Please return to the undersigned the enclosed copy of this notice showing the date of receipt and duly signed by the person acknowledging receipt on behalf of the above addressee.

Yours truly,

UNITED PACIFIC INSURANCE COMPANY
728 St. Helens Avenue
Tacoma, Washington 98402

By William E. [illegible]

Receipt and acceptance is hereby acknowledged of the above assignment, and a copy of the above mentioned instrument of assignment. These were received on

OCT. 6 19 72

R [illegible]
STATE HIGHWAY COMMISSION

C. H. Head
By

C-189 1-67

5

RECEIVED
OCT 6 - 1972

7655

October 5, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1218
Tacoma, Washington   98401

Gentlemen

On October 2, 1972, we wrote to you concerning release of final payment on Contract No. 7655 awarded to Al Kalkhoven for work on S. W. Allen Boulevard at Western Avenue in the City of Beaverton on FAS 840 in Washington County.

Final payment on this contract is $3,178.34 and the total contract amount is $57,288.01 including $123.40 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon   97005

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn W. L. Hemmer
L. W. Rulien

S

OCT 9 - 1972

OREGON STATE
HIGHWAY DIVISION

7655

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7655 . Work Completed June 16, 1972

Project S.W. Allen Blvd. at Western Ave. (Beaverton)

Highway FAS 840 County Washington

Type of Work Grading, Paving and Traffic Signals

Contractor Al Kalkhoven

Recommended Acceptance Date September 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:bb
cc: Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED
SEP [illegible] 1972
FOR

7655

September 25, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Attention: Deane Clapperton
Assistant Controller

Gentlemen:

Thank you for your letter of September 9 advising us that you have received the following sums of money from Al Kalkhoven:

Contract No. 7552	$ 877.60
Contract No. 7655	170.00
Contract No. 7656	677.00
	$ 1,724.60

You state that the above payment clears your claim against the Al Kalkhoven Contract Nos. 7656 and 7655. You also mention that the payment of $877.60 on Contract No. 7552 reduces the amount to $6,394.95.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

CWM:fmn

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Commissioners

NOTED ON CARD
9-25-72
fw

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

September 9, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: State of Oregon contracts,
Nos. 7551, 7655, 7656

Gentlemen:

On September 8, 1972 we received the following sums of money from Al Kalkhoven:

Contract #7551	$877.60
Contract #7655	170.00
Contract #7656	677.00
	$1,724.60

This payment clears our claim against him on contracts #7655 and #7656 and reduces the amount owed by him on conract #7551 to $6,394.95.

Sincerely,

Deane Clapperton
Assistant Controller

CC: Al Kalkhoven
United Pacific Insurance Co.
Alex Christy

RECEIVED
SEP 11 1972
OREGON
STATE HIGHWAY COMMISSION

AL KALKHOVEN
17660 S. W. OAK
BEAVERTON, OREGON 97005

PHONE 649-2167
646-1024

September 6, 1972

Coral Corporation
P.O. Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Re: #7655
S. W. Allen Blvd. at
Western Avenue

Gentlemen:

Enclosed is my check No. 2210 in the amount of $170.00 to satisfy your claim on the above project.

Please advise the Oregon State Highway Commission that this claim has been paid.

Yours very truly,

AL KALKHOVEN

AK:sj

cc: United Pacific Insurance Co.
Robert L. Miller, Bond Claim Dept.

Kobin and Meyer (Mr. Meyer)

Oregon State Highway Commission
C. H. Head, Assistant Secretary

AL KALKHOVEN
17600 S. W. OAK
BEAVERTON, OREGON 97005

PHONE [illegible]
[illegible]

September 6, 1972

Dumal Corp.
P.O.Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Re: #7656
S.W. Erickson,
S.W. Main Ave.

Gentlemen:

Enclosed is my check No. 2211 in the amount of $677.00 to satisfy your claim on the above project.

Please advise the Oregon State Highway Commission that this claim has been paid.

Yours very truly,

AL KALKHOVEN

AK:sj

cc: United Pacffic Insurance Co.
Robert L. Miller, Bond Claim Dept.

Kobin and Meyer (Mr. Meyer)

Oregon State Highway Commission
C. H. Head, Assistant Secretary

RECEIVED
SEP
STATE HIGHWAY COMMISSION

files 5

RECEIVED
[illegible] 1 - 1972
FOR FILING

4711

FILED
SEP 26 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
SEP 26 8 35 AM '72
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310

7655

NOTED ON CARD
9-29-72
fw

September 25, 1972

Graham Electric Co.
311 N. W. Broadway
Portland, Oregon 97209

Attention: Dan C. Schierman
President

Gentlemen:

This is to acknowledge receipt of your letter of September 12 informing us that Kalkhoven Construction Company owes you $5,048.52 for labor and material.

From the description given in your letter, this appears to be in connection with the Al Kalkhoven Contract No. 7655 for work on S. W. Allen Boulevard at Western Avenue in Beaverton on FAS 840 in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 26 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:fkm
cc United Pacific Insurance Co.
Al Kalkhoven
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

GRAHAM ELECTRIC CO.
ELECTRICAL CONSTRUCTION & EQUIPMENT
311 N.W. BROADWAY
TELEPHONE: 228-1321
PORTLAND, OREGON 97209

Mr. Cecil Head, Sec.
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon.

September 12, 1972

Sub: Contract 7655

Dear Sir:

Notice is hereby given that the undersigned Graham Electric Co. has a claim for labor and material as a subcontractor installing the traffic signals on Contract 7655 in the sum of $ 5,048.52 against the bond taken from United Pacific Insurance Co. for the work of Kalkhoven Constr. Co. at S.W. Allen Boulevard at Western Avenue (Beaverton).

Graham Electric Co.
311 N.W. Broadway
Portland,Oregon 97209

Dan C Schierman
Dan C. Schierman, President

RECEIVED
SEP 13 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

DCS/FS

STATE HIGHWAY DIVISION

INEER'S WEEKLY REPORT

STRUCTION PROJECTS ONLY
UCTION AND BRIDGE SECTION

SECTION: S. W. Allen Blvd. at Western Ave (Beaverton)

WEEK ENDING: August 26, 1972

SECTION PREFIX: 34-0602

COUNTY: Washington

HIGHWAY: FAS 840

KIND OF WORK: Grading, Paving and Traffic Signals

FEDERAL AID PROJECT NUMBER: T 5025 (5)

len Blvd. at Western Ave.

CONTRACT NUMBER: 7655

ESTIMATED COMPLETION DATE:

oven

DATE WORK STARTED: October 14, 1971

WORK DAYS USED:

CALENDAR DAYS USED: 235

PERCENT OF TIME ELAPSED: 107

13, 1971

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 220

SPECIFIED COMPLETION DATE:

ON PROJECT FOR THE WEEK:
SUPERVISION: 0

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

$ 75,749.35

ENGINEERING AUTHORIZATION: $ 6,703.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84

ORIZATION: $ 10,046.35

ENGINEERING COST TO DATE: $ 6,634.07

DATE PROJECT WAS COMPLETED: June 16, 1972

ENGINEERING:

ST OF COMPLETED LUSIVE OF: $ 56,816.53

PERCENT OF AUTHORIZATION: 99%

ERCENT: XXXXX UNDERRUN 17.5%

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
	0.25				0.25
	XXXX				XXXXX
PROJECT	0.25				0.25
RTIALLY COMPLETED	2100. CY				3600 T
MPLETED	1481 CY				3331 T
STIMATED QUANTITIES (CONTRACT)	1481 Cy				3331 T
UANTITIES CORRECTED TO DATE					
QUANTITIES MOVED OR PLACED TO DATE					
DAILY QUANTITIES					
GE DAILY QUANTITIES NECESSARY TO ETE PROJECT ON TIME					
R OF SHIFTS PER DAY					
S PER SHIFT					

MENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Cloudy	0		
MONDAY 21	Cloudy	0		
TUESDAY 22	Cloudy	0		
WEDNESDAY 23	Cloudy	0		
THURSDAY 24	Fair	0		
FRIDAY 25	Fair	0		
SATURDAY 26		0		

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
AUG 28 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

UNDAY 20	No Activity This Week
ONDAY	
UESDAY	
NESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status: Final Inspection Complete
Semi-Final transmitted to Region Office August 18, 1972

THIS WILL BE THE FINAL REPORT

cc: Construction 2
Bridge
Traffic
Region
file

SIGNED Howard R. Harris LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5

RECEIVED
JUL 11 1972
FOR FILING

Claim 4693

FILED
JUL 10 1972
CLAY MYERS
SECRETARY OF STATE

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7655

July 7, 1972

NOTED ON CARD
7-10-72 RL

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Gentlemen:

This is in reply to your letter of July 5 advising us that Al Kalkhoven owes you for signs in the amount of $170.

This appears to be in connection with the Al Kalkhoven Contract No. 7655 for work on S.W. Allen Blvd. at Western Avenue in Beaverton on FAS 840 in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
C. W. HEAD
By
C. W. Head, Assistant Secretary

NOTED
C. W. HEAD

RECEIVED
JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:fkn
cc Al Kalkhoven
United Pacific Ins. Co. ✓
Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

July 5, 1972

TO: Mr. Floyd Query, Secretary
Oregon State Highway Department
121 State Highway Building
Salem, Oregon 97310

Re: #7655
S. W. Allen Blvd. at
Western Avenue

Notice hereby is given that the undersigned, Coral Corporation, has a claim for one Construction I. D. Sign (@ $120.00) and two Contractor's I. D. Signs (@ $25.00 ea.) in the sum of One Hundred Seventy and 00/100 Dollars ($170.00) against Al Kalkhoven and United Pacific Insurance Company, Surety, for the materials supplied on the S. W. Allen Blvd. at Western Avenue contract.

Robert D. Laam

Robert D. Laam, Vice-President
Coral Corporation

RECEIVED
JUL [illegible] - 72
OREGON
STATE HIGHWAY COMMISSION

STATE COPY S

7655

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

6-26-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS CST

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 10	Report No. 4	County Washington	Division Oregon
Date of Inspection 6/26/72	Inspection Made By P. E. O'Neil, Assistant Area Engineer		Project No. T-5025(5)
In Company With Jerry Thackery, OSHD; Crawford Jencks, Highway Engr, FHWA.			
Quality of Work* Satisfactory	Progress of Work Unsatisfactory	Time Elapsed 106.8 %	Work Completed 100 %

Report to Include (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

COPY SENT
JUL 03 1972
REGIONAL OFFICE

S. W. ALLEN BLVD. AT WESTERN AVENUE
Grading, Paving, and Traffic Signals

All physical work was satisfactorily completed in substantial conformity with the approved plans and specifications on June 16, 1972, at which time 235 chargeable days had elapsed. The contract time was 220 calendar days for 15 days of liquidated damages.

The contractor had actuated the signals on June 1 and only had topsoiling to do in the island. The contractor did no work from June 1 until June 16 when he put the topsoil down. The contractor has nothing to base a time extension on.

The materials reports were reviewed as the project progressed and were found in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

cy Constr
Young
7-6-72

RECEIVED
JUL 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. J[illegible]

Clearance - A E Johnson
7-3-72

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
[illegible] 1972
FOR FILING

STATE COPY

OREGON STATE
HIGHWAY DIVISION

7655

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

DATE June 21, 1972

TO
Glen L. Green, Acting
XXXXXXXXXX
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

cy Contr. Young 7-11-72

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

T5025(5)

SUBJECT Request; Contract Work Completed

Contract 7655 Work Completed June 16, 1972

Project S. W. Allen Blvd. at Western Ave. (Beaverton)

Highway FAS 840

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 6-26-72

Conditions not acceptable:
None

G. K. Hoover
for Glen L. Green
Acting Division Engineer

VG:kds

cc: Tom Edwards ✓
L. H. Young

7-11-72
REFERRED TO
Al
[illegible]

JUL 1 0 1972

RECEIVED
MAY 1972
FOR FILING

7655

4665

FILED
MAY 12 1972
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED ON CARD
5-15-72 KL

May 11, 1972

Mize, Kriesien, Fewless, Cheney & Kelley
Attorneys at Law
636 Pacific Building
Portland, Oregon 97204

Attention: Marshall C. Cheney, Jr.

Gentlemen:

This is in reply to your letter of May 9, 1972, advising us that Al Kalkhoven owes Pacific Utility Contractors, Inc., $1,577.08 for labor.

This appears to be in reference to the Al Kalkhoven Contract No. 7655 for work on S. W. Allen Boulevard at Western Aveuue in Beaverton on FAS 840 in Washington County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 12 1972
OREGON
STATE HIGHWAY COMMISSION

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Commission

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

MIZE, KRIESIEN, FEWLESS, CHENEY & KELLEY
ATTORNEYS AT LAW
636 PACIFIC BUILDING
PORTLAND, OREGON 97204

RAY MIZE
R. E. KRIESIEN
EARL A. FEWLESS
MARSHALL C. CHENEY, JR.
SCOTT M. KELLEY
M. A. DOUGLASS

TELEPHONE
(503) 222-9184

May 9, 1972

Oregon State Highway Department
Highway Building
Salem, Oregon

Re: Construction Project S. W. Allen and Western Avenues, Beaverton, Oregon

#7655

Gentlemen:

Notice is hereby given that the undersigned Pacific Utility Contractors, Inc. has a claim in the sum of $1,577.08 against the bond taken from Al Kalkhoven and United Pacific Insurance Company for labor supplied on the above mentioned contract.

PACIFIC UTILITY CONTRACTORS, INC.

By Marshall C. Cheney, Jr.
Its Attorney

MCC:ps

cc: Mr. Al Kalkhoven

United Pacific Insurance Company

Pacific Utility Contractors, Inc.

RECEIVED
MAY 10 1972
OREGON
STATE HIGHWAY COMMISSION

NOV 3 - 1971

I-5025(5)
7655

November 2, 1971

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7655 for work on
S. W. Allen Boulevard at Western
Avenue in the City of Beaverton of
FAS 940 in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity - Surety Department
P. O. Box 1218
Tacoma, Washington 98401

bc F. D. Morgan
I. D. Marchant
L. E. Young
Attn: Vince Gallagher
L. W. Rulien
Arvey Nelson

7655

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-5	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Washington
PROJECT REPORT NO. 6	10-27-71	PROJECT NO. T-5025(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street S.W. Allen Blvd. at Western Ave. (Beaverton)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	3-19-71	0.10
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-8-71	0.10
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 72,273.00	$ 45,919.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)
For: R. E. Simpson

Date executed by Division Engineer OCT 27 1971

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. T-5025(5)

S.W. ALLEN BLVD. AT WESTERN AVE. (BEAVERTON) SECTION

FAS 840 IN WASHINGTON COUNTY

Salem, Oregon, October 22, 1971

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,500.00
Type Code 6201 Roadway (Allen Blvd. at Western Ave.)			
Temporary Protection and Direction of Traffic	All Required		$ 6,000.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	2,100 cu.yd.	2.50	5,250.00
Furnishing and Placing Topsoil	80 cu.yd.	5.00	400.00
Class "B" Asphalt Concrete Mixture	3,600 ton	7.00	25,200.00
Asphalt Cement in Mixture	235 ton	38.00	8,930.00
Concrete Curbs	1,700 lin.ft.	2.50	4,250.00
Traffic Signals			
Traffic Signal Installation, Complete	All Required		12,500.00
			$63,030.00
Flagging (60% of Contractor's Cost)	All Required		$ 300.00
Temporary Erosion Control	All Required		100.00
			$ 400.00
	Subtotal		$63,430.00
	10% Engr. & Cont.		6,343.00
	Total		$69,773.00

Length of Project - - - - 0.10 Mile
Cost of Roadway Per Mile- $697,730.00

Retained in Program

Lime-Treated Subgrade	All Required	$ 3,600.00
	Subtotal	$ 3,600.00
	10% Engr. & Cont.	360.00
	Total	$ 3,960.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Preliminary Engineering	$ 2,500.00	$ 1,580.00	$ 460.00	$ 460.00
Roadway	69,773.00	44,339.00	12,717.00	12,717.00
Subtotal	$72,273.00	$45,919.00	$13,177.00	$13,177.00
Retained in Program	3,960.00	2,516.00	722.00	722.00
Total	$76,233.00	$48,435.00	$13,899.00	$13,899.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7655

Prefix: 34-0602

☑ MGR. ☑ COOR. ☐ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ [illegible] ☐

October 13, 1971

Mr. Lawrence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

Re: TOPICS Projects T-5025(5)&(8) ← X-ref'd

Dear Mr. Sprecher:

This will acknowledge receipt of the City of Beaverton's check #001349 in the amount of $12,370 which is the correct amount required as an advance deposit for the subject projects.

The contracts are now clear for award and will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

	✓ TOPICS Project T-5025(5) $15,850
bc: F. B. Klaboe	S.W. Allen Blvd. @ Western Ave.
F. B. Crandall	
L. H. Young	TOPICS Project T-5025(8) $6,520
L. W. Rulien	S.W. Erickson Ave.-S.W. Main Ave.
V. E. Skoog	S.W. Sixth Street

Check #001349 for $12,370
Rec'd. 10/13/71 by John

RECEIVED
OCT 18 1971

FOR FILING

T-5025(5)
7655

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
Arvey Nelson
William Geibel (SAIF)

October 13, 1971

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

The State Highway Commission on October 4, 1971, accepted your proposal for work on S. W. Allen Boulevard at Western Avenue in the City of Beaverton of FAS 840 in Washington County and referred it to the State Highway Engineer with authority to award the contract as soon as the Federal Highway Administration and the City of Beaverton approve the project and the City deposits $15,850.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7655.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 26, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
OCT 1-1971
FOR FILING

bc: F. B. Klaboe
L. H. Young
L. W. Rulien

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 30, 1971

Mr. Lawrence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

T-5025(5)
7655

Re: TOPICS Project T-5025(5)
S.W. Allen Blvd. @ Western Avenue

Dear Mr. Sprecher:

The Highway Commission opened bids today on the subject TOPICS project. The apparent low bid was submitted by Al Kalkhoven of Beaverton.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$63,030
Anticipated additional items:		
Flagging		300
Temporary Erosion Control		100
Lime Treating Base		3,600
	TOTAL	$67,030
Engineering & Contingencies (14½%)		9,719
	TOTAL	$76,749
Estimated preliminary engineering to date		2,500
	TOTAL	$79,249

CITY'S ADVANCE DEPOSIT:

20% of total is $15,849.80, rounded to $15,850.

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check or warrant (in the amount of $15,850) payable to the Oregon State Highway Commission and forward it to Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

Form E-123

S. W. ALLEN BLVD. AT WESTON AVE. (BEAVERTON)

CITY STREET

WASHINGTON COUNTY

Bids Received September 30, 1971

FAP No. T-5025(5)
Grading, Paving & Traffic Signals

1.	Temporary Protection and Direction of Traffic	All Specified		$ 3,775.00
2.	Removal of Structures and Obstructions	All Specified		500.00
3.	General Excavation	2,100 cu.yds.	3.00	6,300.00
4.	Furnishing and Placing Topsoil	80 cu.yds.	5.00	400.00
5.	Class "B" Asphalt Concrete Mixture	3,600 tons	7.25	26,100.00
6.	Asphalt Cement in Mixture	235 tons	36.00	8,460.00
7.	Concrete Curbs	1,700 lin.ft.	1.50	2,550.00
8.	Traffic Signal Installation, Complete	All Specified		13,340.00
			For Comparison of Bids	$ 61,425.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$61,425.00	63,030
Anticipated Additional Items:			
Flagging (State Share)	300.00		
Temporary Erosion Control	100.00		
Lime Treating Subgrade	3,600.00	4,000.00	4000
		$65,425.00	67,030
Engr. & Cont. (14 1/2%)		9,544.63	9719
Estimated Net Authorization, Constr.		$75,369.63	76,749
" PE to date			2500
			79249

Advance deposit 20% 15,849.80
round to 15,850

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

PROJECT NO. #8 SW Allen Blvd. at Western Avenue
Beaverton, WASHINGTON COUNTY

OWNER: Oregon State Highway Department

DATE: Sept. 30, 1971 PAGE: 1 of 1

1. Al Kalkhoven
2. Cascade Const Co. Inc. Portland
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14. (61,425)

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic	1	6000	9475	6000
	L.S.	Removal of Structures & Obstructions	2	500	300	500
2,100	C.Y.	General Excavation	3	2.50	2.20	5250
80	C.Y.	Furnishing & Placing Topsoil	4	5	5	400
3,600	Tons	Cl. "B" Asph. Conc. Mixture	5	7	8	25,200
235	Tons	Asphalt Cement in Mixture	6	38	38	8930
1,700	L.F.	Concrete Curbs	7	2.50	2.45	4250
	L.S.	Traffic Signal Installation, Complete	8	12,500	13,000	12,500
				63,030	69,690	63,030

PRINTED IN U.S.A.

S-403 R10 5/70

9-10-71

RECEIVED
SEP 15 1971
FOR FILING

FORM [illegible]
(Rev. [illegible])

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

T-5025(5)
STATE PROJECT NO.
SW ALLEN BLVD. AT WESTERN AVENUE (BEAVERTON)
COUNTY NAME
WASHINGTON
PROGRAM STAGE (Check) ☐ 1 ☒ 2

PROGRAM NO.

ITEM NO.
T-28

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
T-5025(5)
7655
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc.
9-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER FAS 840
SEPTEMBER 8, 1971	SEPTEMBER 8, 1971	STATE ROUTE NUMBER COUNTY ROADS

LIMITS OF AUTHORITY
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $300.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $300.00
TEMPORARY EROSION CONTROL $100.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S SEPTEMBER 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-10-71	G L Green	for DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 3 1971

I-5025(5)
7655

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Memaloose Safety Rest Area, Columbia River Highway.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Malin Junction Section, Klamath Falls-Lakeview Highway.

   Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

   This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

   This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

Cancelled.

7. Mile Point 39.2 Slide Section, Sunset Highway.

No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 616.

9. Sawyers Rapids and Elkton Slide Sections, Umpqua Highway.

Same as No. 7.

10. Beaver Hill Fill Slide Section, Oregon Coast Highway.

Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Heppner Highway.

No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

12. Emigrant-Fraser (Pendleton) Couplet Section, Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

MEMO TO THE FILE
September 1, 1971

Re: TOPICS Project T-5025(5)
S.W. Allen Boulevard @ Western Avenue
Beaverton

At the request of Frank Terpin, I phoned Joe Jackson to inquire as to the City's feelings about closing Allen Boulevard and Western Avenue during construction of the subject project.

Mr. Jackson informed me that both streets could be closed to through traffic on a short term basis but that access had to be maintained for local businesses. This could be on an in and out basis.

The City is presently widening all three approaches to the intersection and has closed the streets as stated above, so there should be no problem working out an agreeable solution with local businesses.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat

cc: F. L. Hall
F. D. Morgan

RECEIVED
COUNTY & CITY SECTION
SEP 2 1971
☑ ENGR. ☑ COOR. ☑ LE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

I

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: T-5025(5)

STATE PROJECT NO.: SW ALLEN BLVD AT WESTERN AVE (BEAVERTON)

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-28

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	AUGUST 9, 1971	FEDERAL AID SECONDARY ROUTE 840
		STATE ROUTE NUMBER COUNTY ROAD

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E PREPARATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
COUNTY & CITY SECTION
SEP 1 1971
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

RECEIVED
SEP 1 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. D. ASBURRY

NOTED
TOM EDWARDS

Chase

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-30-71	G L Green	~~FA~~ DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

Cox

T.

City of Beaverton

4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005

TELEPHONE 644-2191

August 20, 1971

Richard Bladorn
Urban Program Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
AUG 23 1971
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Dear Dick:

Despite the fact that we were disappointed to see the cost estimate exceed what we could build the intersection of Western and Allen for by some $15,000 if we were able to do it under our contract, you have our approval to continue the process of awarding bids.

I would appreciate it if you would call to the attention of the Federal Highway Administration that unless your bids come in substantially below your estimate, the City of Beaverton could have saved everyone involved in this project around $20,000. Maybe the State and Federal Highway Administration have unlimited resources of money; the City does not and I feel that for a three-way partnership like a TOPICS project to work in the long run, more flexibility needs to be built in at a Federal level.

Very truly yours,

Joe

Jos. F. Jackson, P.E.
City Engineer

JFJ:mm

8-25-71
cc: Swenson

☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

August 13, 1971

Mr. Joseph F. Jackson
City Engineer
City Hall
Beaverton, Oregon 97005

Re: TOPICS Projects T-5025(5) & (8)

Dear Joe:

Attached are rough copy estimates for your TOPICS projects on S.W. Allen Boulevard at Western Avenue and on S.W. 6th Street.

X-ry'd

Since these estimates are somewhat higher than the original estimates, we will need your approval before we can advertise the projects for bids.

These projects are both scheduled for our September 26, 1971, bid opening; therefore, we request that you do not delay your answer.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:lat
Att.

T

Form E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

TOPICS PROJECT T-5025(5)
SW ALLEN BLVD @ WESTERN AVE.
CITY OF BEAVERTON

8-11-71

Item#	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
1	TEMP. PROTECTION & DIRECTION OF TRAFFIC	Lump Sum	All Spec.		3775
2	REMOVAL of STRUCTURES & OBSTRUCTIONS	Lump Sum	All Spec.		500
3	GENERAL EXCAVATION	Cu. Yd.	2,100	3^{00}	6300
4	FURNISHING & PLACING TOPSOIL	Cu. Yd.	80	5^{00}	400
5	CLASS "B" ASPHALT CONCRETE MIXTURE	TON	3,600	7^{25}	26,100
6	ASPHALT CEMENT IN MIXTURE	TON	235	36^{00}	8,460
7	CONCRETE CURBS	Lin. Ft.	1,700	1^{50}	2,550
8	TRAFFIC SIGNAL INSTALLATION, COMPLETE	Lump Sum	All Spec.		13,340
9	TOTAL BID ITEMS			$	61,425
10					
11	ANTICIPATED ADDITIONAL ITEMS				
12	FLAGGING			300	
13	TEMPORARY EROSION CONTROL			100	
14					400
15				$	61,825
16					
17	ENGINEERING & CONTINGENCIES	(14½%)			8 965
18				$	70,790
19					
20					
21					
22					
23					
24					
25					
26					
27					

SP*52566-734

S.W. Allen Blvd at Western Ave (Beaverton)

Cost Estimate

8/11/71

	Item	Unit	Quantity	Unit Cost	Total
1	Temporary Protection and Direction of Traffic	Lump Sum	All Spec.		3775.00
2	Removal of Structures and Obstructions	Lump Sum	All Spec.		500.00
3	General Excavation	Cu. Yd.	2,100	3.00	6,300.–
4	Furnishing and Placing Topsoil	Cu. Yd.	80	5.00	400.–
	Class "B" Asphalt Concrete Mixture	Ton	3,600	7.25	26,100.–
	Asphalt Cement in Mixture	Ton	235	36.–	8,460
	Concrete Curbs	Lin. Ft.	1700	1.50	2550.–
	Traffic Signal Installation, Complete	Lump Sum	All Spec.		13,340.–
					$ 61,825.00

Flagging – $300.

Temp. Erosion Control – $100.

Lime Treating Subgrade – $3600.

4,000.

~~[illegible]~~

65,825.00 ~~61,825.00~~

14½% Engr & Contin. 9,544.63 ~~[illegible]~~

~~$ 71,[illegible]~~

$ 75,369.63

Est. PE

2600

78,000

Est. City Share 20

15,600.00

RECEIVED
COUNTY & CITY SECTION
SEP 2 1971
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RAE ☐

RECEIVED
AUG 12 1971

FOR FILE

5025(

7655

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 9, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(5)
Allen Blvd. at Western Ave. (Beaverton)
Washington County
Location/Design Approval

Klaboe

Location/Design Approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Klaboe's July 28 letter.

You are hereby authorized to proceed with all phases of Preliminary Engineering through PS&E preparation stage.

cc:
Accounts

8-11-71
REFERRED TO
Young
ENGR

NOTED
TOM EDWARDS

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

T.

8-6-71
CC: L. W. Rulien
C. G. Swenson
R. N. Chase
T. W. Litchfield
J. R. Oakes

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5025(5)

Highway No. FAS 840

Project Name S.W. Allen Blvd. @ Western Ave.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Beaverton, Oregon,

this 27th day of July, 1971.

City of Beaverton

James L Moore
Mayor

Recorder Pro tem

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1971
☑ ENGR. ☑ COOR. ☐ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
JUL 30 1971

FOR FILING

MEMO TO FILES
July 28, 1971

RE: Footpaths and Bicycle Trails
TOPICS Project T-5025(5)
S.W. Allen Boulevard @ Western Avenue
City of Beaverton

7655

-5025(5)

This project consists of intersection widening, channelization, and traffic signal installation. The main purpose of the project is to improve traffic safety and decrease congestion. The area is primarily an industrial park and consequently is sparsely populated.

The inclusion of paths and trails in this project is not recommended as per Section 2 (2)(a)(b)(c) of ORS 366 which states that "Footpaths and trails are not required...where the establishment of such paths and trails would be contrary to public safety;...the cost...would be excessively disproportionate to the need or probable use; or where sparsity of population...or other factors indicate an absence of any need for such paths and trails".

Richard H Bladorn
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
cc: ✓. B. Klaboe
L. H. Young
W. H. Tebeau

NOTED
F. B. KLABOE

JUL 30
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1971
FOR FILING

MEMO TO FILES
July 28, 1971

RE: Footpaths and Bicycle Trails
TOPICS Project T-5025(5)
S.W. Allen Boulevard @ Western Avenue
City of Beaverton

7655

-5025(5)

This project consists of intersection widening, channelization, and traffic signal installation. The main purpose of the project is to improve traffic safety and decrease congestion. The area is primarily an industrial park and consequently is sparsely populated.

The inclusion of paths and trails in this project is not recommended as per Section 2 (2)(a)(b)(c) of ORS 366 which states that "Footpaths and trails are not required...where the establishment of such paths and trails would be contrary to public safety;...the cost...would be excessively disproportionate to the need or probable use; or where sparsity of population... or other factors indicate an absence of any need for such paths and trails".

Richard H Bladorn
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
cc: ✓. B. Klaboe
L. H. Young
W. H. Tebeau

NOTED
F. B. KLABOE

[illegible]
JUL 30
OFFICE OF
STATE HIGHWAY ENGINEER

T.

City of Beaverton

4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005

TELEPHONE 644-2191

RECEIVED
COUNTY & CITY SECTION
AUG 3 - 1971
☑ ENGR. ☑ COOR. ☑ GE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

July 21, 1971

Dick Bladorn
Cities and Counties
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Dick:

Attached please find the approved copy of the Allen and Western intersection reduced plan. The only change requested is that the permanent easement shown in the northwest corner of the intersection parallel to Allen should be labeled temporary easement. This property will be returned completely to the property owner following construction.

We have no further comments.

Very truly yours,

Joe

Jos. F. Jackson, P.E.
City Engineer

JFJ:mm
Attachment

S.W. ALLEN BLVD AT WESTERN AVE(BEAVERTON)SEC. FAS840 WASHINGTON COUNTY				SHEET No. 1
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	111-60-2 d	1970	See Index

REGON
Y DIVISION
SED PROJECT

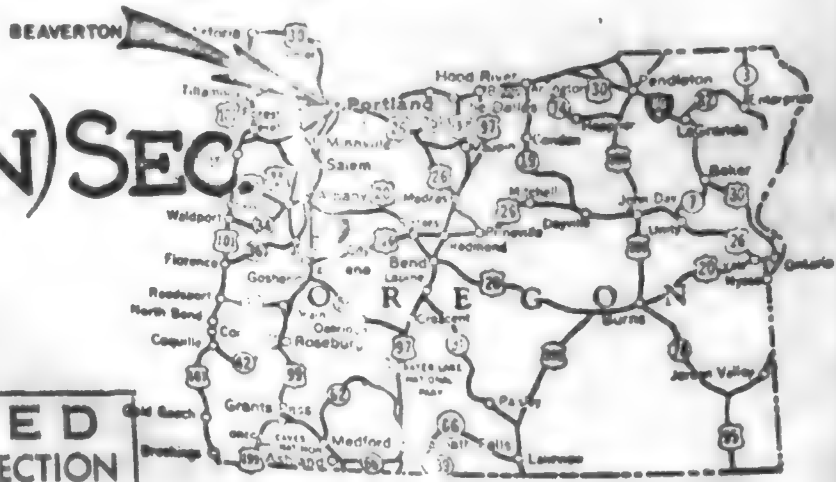
TERN AVE.(BEAVERTON) SEC.

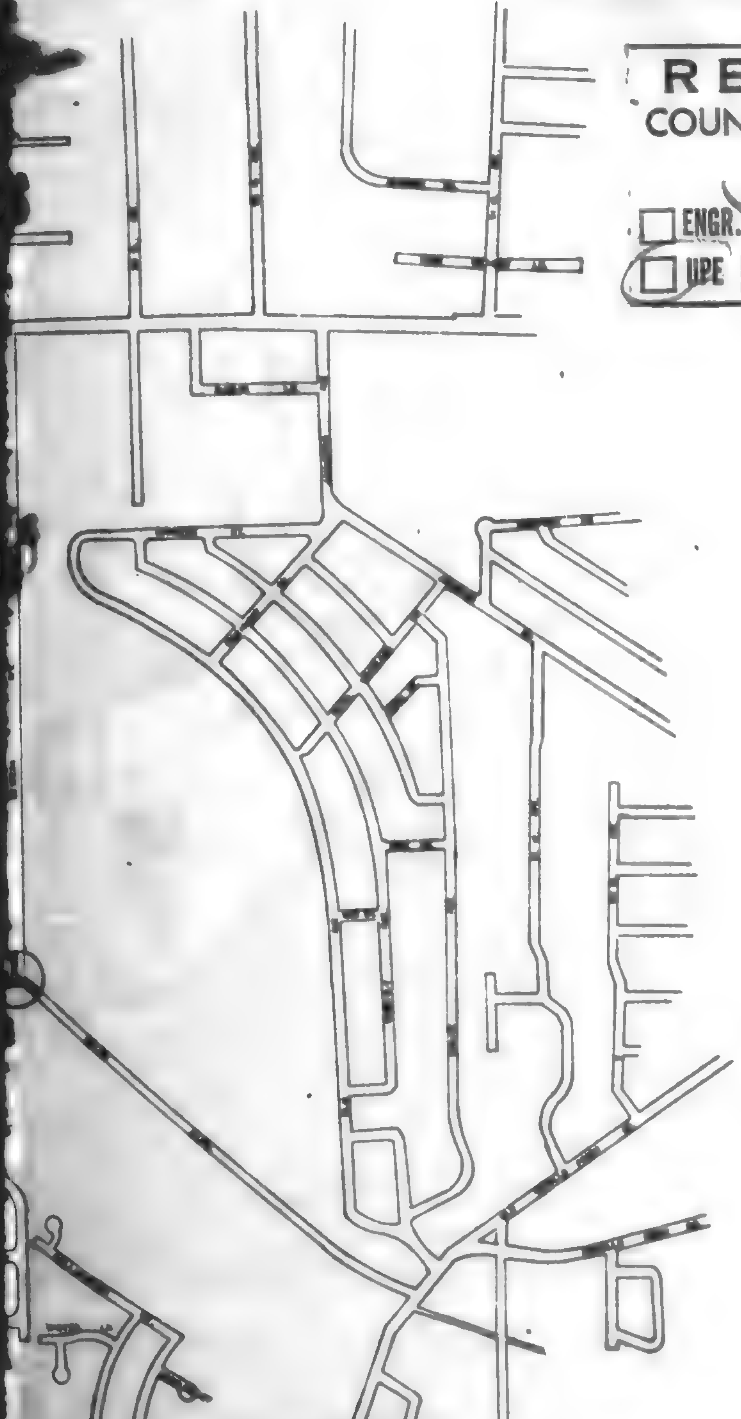
O
COUNTY

PRELIMINARY COPY
JUL 9 1971
SUBJECT TO CHANGE
FINAL DESIGN UNIT

PRELIMINARY COPY
SUBJECT TO CHANGE

RECEIVED
COUNTY & CITY SECTION
JUL 9 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐


BEAVERTON
Astoria
30
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
McMinnville
Salem
Albany
Madras
Prineville
Redmond
Bend
Mitchell
John Day
Baker
Ontario
Waldport
Florence
Reedsport
North Bend
Coquille
Eugene
Cottage Grove
Roseburg
Grants Pass
Medford
Ashland
Gold Beach
Brookings
Klamath Falls
Lakeview
Burns
Jordan Valley
Crescent
OREGON
26
97
20
101
199
395
95
66
82



APPROVED
CITY OF Beaverton
BY
BY
DATE 7/21/71

---------- STATE HIGHWAY ENGINEER

---------- DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
---------- DISTRICT ENGINEER ---------- DATE

OF SHEETS
DESCRIPTION
st Summary

STATE OF OREGON

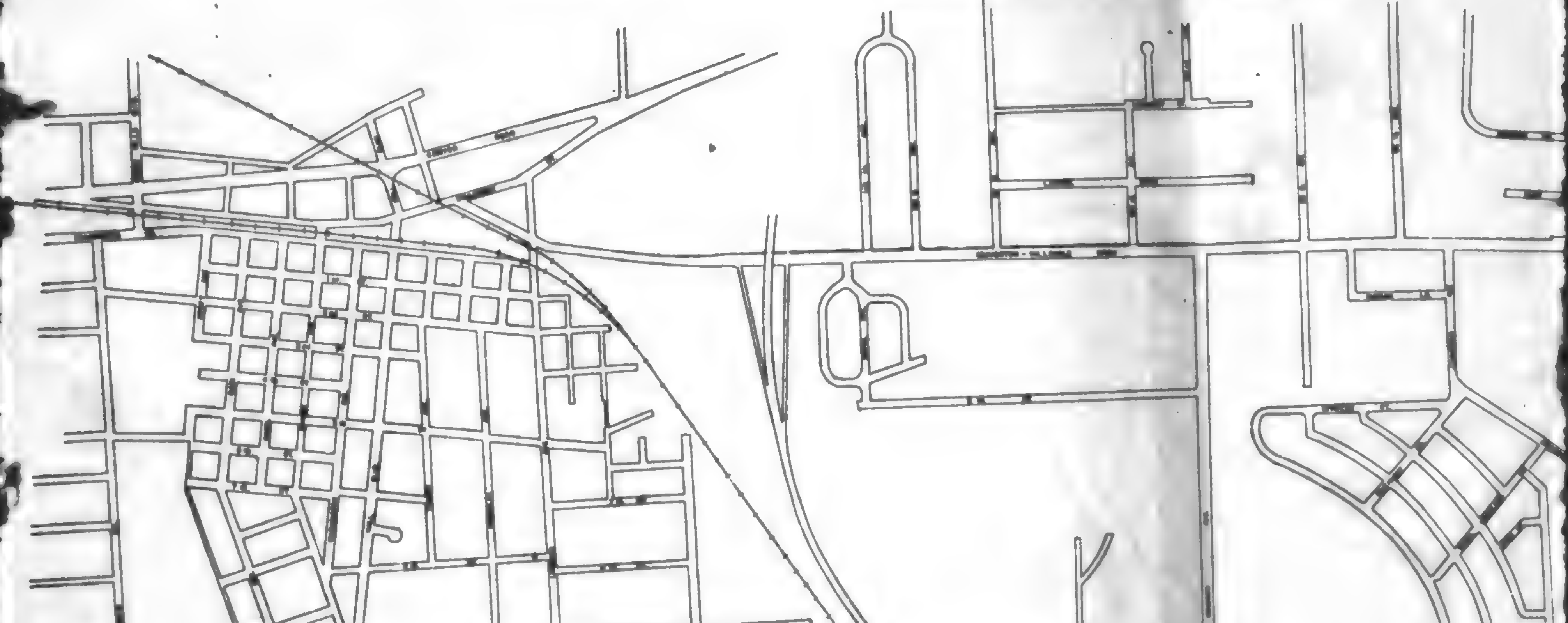
STATE HIGHWAY DIVISIO

PLANS FOR PROPOSED PROJECT

S.W. ALLEN BLVD. AT WESTERN AVE.

FAS 840

WASHINGTON COUNTY



INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan
3A	Profiles

ECEIVED
UNTY & CITY SECTION
AUG 3 - 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ DE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

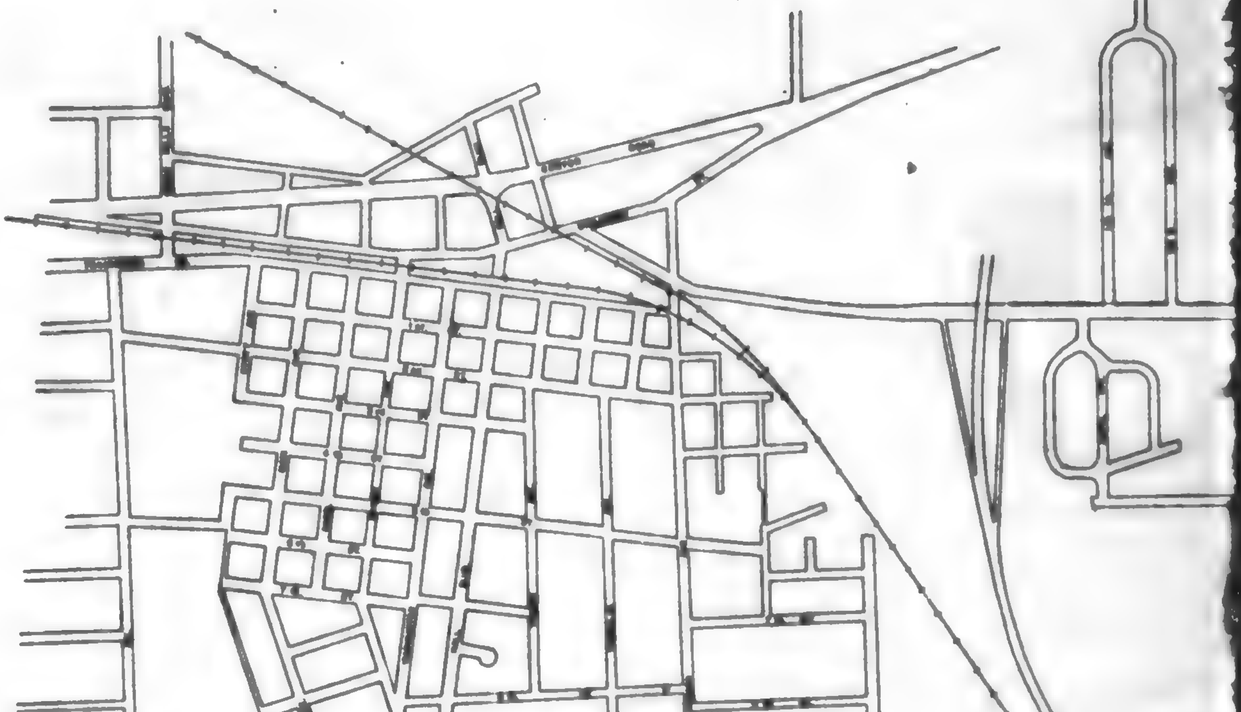
ST

STATE

PLA

S.W. ALLEN BLVD.

WA



RECEIVED
JUL 26 1971
FOR FILE

Keep

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

T-5025(5)
7655

July 20, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Negative Environmental Declaration
for Allen Blvd. at Western Ave. (Beaverton)
Project T-5025(5)
Washington County

Dear Sir:

We hereby request your concurrence in the enclosed "Negative Declaration" by the City of Beaverton, dated March 12, 1971, for the subject project.

The Highway Division agrees and concurs with the enclosed "Negative Declaration" and intends to include same as part of the required study report documentation when location/design approval is requested for said project.

Very truly yours,

R. L. Porter
State Highway Engineer

By F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

Enclosure

FHWA endorsement to
State Highway Division

Date JUL 22 1971
I concur

SLGreen
For R. E. Simpson
Division Engineer

RECEIVED
JUL 2[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Chase
Stu Cooper
B. Gifford
7-23-71
ms

Young
7-23-71

RECEIVED
JUL 23 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

Form E-123

July 8, 1971
(date)

Mr. Laurence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 840 (TOPICS)

Section SW Allen Blvd @ Western Avenue: Grade, Pave & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
JUL 12 1971
☑ ENGR. ☑ COOR. ☐ CE ☑ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

7-9-71
(date)

By
City Manager

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

[illegible]
MAY 4 - 1971
[illegible]

T-5025(5)
7655

April 12, 1971

City of Beaverton
City Hall
Beaverton, Oregon 97005

MISC. CONTRACTS and
AGREEMENTS No. 4192

Attention: Mrs. Marjorie Kerber
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on S. W. Allen Boulevard and Western Avenue in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

3-19-71

TRANSACTION NUMBER 3-47 AND 3-48

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-19-71
BY (Signature): MR. YOUNG'S MARCH 9, 1971 LETTERS
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 28 THRU 29

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
28	T-5025(5)	0.10	55,000	34,880	S.W. ALLEN BLVD. AT WESTERN AVENUE (BEAVERTON)	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT AND TRAFFIC SIGNALS.
29	T-5021(2)	0.00	20,000	12,700	OREGON COAST HIGHWAY AT OLIVE STREET (NEWPORT)	PRELIMINARY ENGINEERING INSTALLATION OF TRAFFIC SIGNALS, CHANNELIZATION AND MINOR GRADING - DRAIN AND HIGH TYPE PAVEMENT.

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
MAR 23 1971
FOR FILING

T-5025(5)
76.55

NOTED
F. B. KLABOE

Klaboe
cy [illegible]
3-22-71

Orig. to Young
3-23-71

RECEIVED

RECOMMENDED
SIGNATURE AND TITLE

DATE: 3-19-71

APPROVED
SIGNATURE AND TITLE
R.E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

MONTHLY TRANSACTION NO. 3-47

FORM PR-1
(REV. 4-61)

DATE SUBMITTED TO W.O. 19 MAR 1971

FEDERAL

3-9-71

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St. S.W. Allen Blvd. at Western Ave. (Beaverton) 65	ADT	PRESENT 8,400	FUTURE 15,200 *25,200 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 P.E., Gr., Pave & Traffic Signals 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) A-1 (73

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Portland 027	ROUTE NO. T S	FED

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5	10			1	PE	3	City St. S.W. Allen Blvd. at Western Ave. (Beaverton)	0.10	2,500	1,580
5					ROW		"S.W. Allen Blvd.-S.W. Western Ave. (Beaverton) Sec."			
5	30			3	CONST (CODE) 6102 4031	3		0.10	52,500	33,300

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.10	55,000	34,880
1	14	PROGRAM APPROVAL DATES		(16)	(23)	(24)

19 MAR 1971
FHWA OREGON DIVISION

REC
COUNTY
MA
☐ ENGR. ☑
☑ UPE ☐

*Based upon Portland Transportat
includes Multnomah Blvd. Expres

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-9-71

ve. 65	**ADT**	PRESENT 8,400	FUTURE 15,200 *25,200 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9) · ITEM NO. 28 (14) (18)

SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) T- 14 23 · NUMBER 5025 7 · SEQ. NO. (5) 13	I. Projects Only POST MI. (24) (26) · DESIG. 27

COUNTY NAME Washington · CODE 067 (14) (16)

027

ROUTE NO. T S · FEDERAL-AID 840 (32) · STATE City St. (36) (37) · U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
0.10	2,500	1,580	460	460 (City)	P.E. all phases; grade, drain, H.T. pave., curbs, and traffic signal installation.
on)					
					ROW - 60' normal; access control - none; parking restriction - none.
0.10	52,500	33,300	9,600	9,600 (City)	
0.10	55,000	34,880	10,060	10,060 (City)	
	(16) (23)	(24) (33)			

RECEIVED
COUNTY & CITY SECTION
MAR 22 1971
☐ ENGR. ☑ ☐
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

REMARKS

Preliminary Engineering	Field Work	$1,500
	PS & E Prep.	1,000
	Total	$2,500

*Based upon Portland Transportation Study which includes Multnomah Blvd. Expressway in system plan.

-over-

USCOMM DUSCOMM-DC 48905-P61

S. W. ALLEN BLVD.-WESTERN AVE. SECTION
Project T-5025(5)

Existing Facility

Allen Blvd. & Western Ave.: 24' pavement (2 lanes) with 5' gravel shoulders. (No existing signalization at intersection.)

Adjacent Facility

Allen Blvd. & Western Ave.: 24' pavement (2 lanes) with 5' gravel shoulders.

Project Data

The project consists of preliminary engineering (all phases), grade, drain, AC pavement, concrete curbs and gutters, channelize intersection to provide left-turn refuges and a one-way northbound connection from S. W. Allen Blvd. to S. W. Western Ave. by widening S. W. Allen Blvd. to provide a 48' curb section (4 lanes) for approximately 250' east and west of the intersection with S. W. Western Ave. and by widening S. W. Western Ave. to provide a 48' curb section (4 lanes) for approximately 200' north of the intersection with S. W. Allen Blvd.; installation of a 2-phase full traffic-actuated traffic signal (complete).

System Action

Tentative FAP Type II system approved by FHWA, May 26, 1970.

Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payment: None involved as additional right of way is not required. Entire project is within existing right of way.

State Clearinghouse review: Project exempt from review and comment under working agreement dated April 28, 1970.

District 2 (CRAG) Clearinghouse review: Project exempt from review and comment under working agreement dated October 16, 1970.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 67% of project is on FA Secondary System and
33% of project is on Type II Primary System.

TOPS

Form 2-39—3M—5-60

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section S.W. Allen Blvd. Intersection (BEAVERTON) Date March 15, 1971

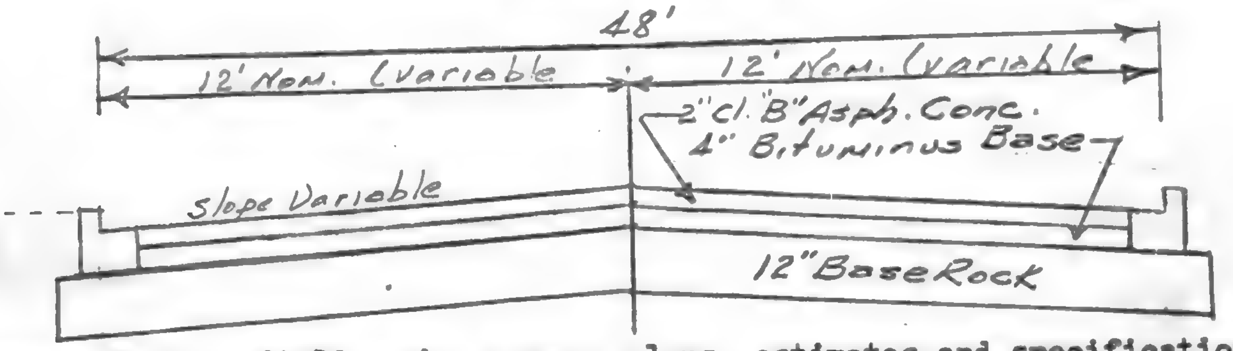
Highway City Streets. Western Ave. & Allen Blvd. Intersection Authorization No. 1

County Washington Region 1 Survey Prefix 34-0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Western Avenue with Allen Blvd. Which is at M.P. 0.66 (FAS 840) Said point being 0.66 miles south from M.P. 1.50 on the Beaverton-Hillsdale Highway No. 40. Combined length of the three legs of the intersection to be improved is 0.23 mile.

Typical Section



Purpose of survey: Perform field work, prepare plans, estimates and specifications to reconstruct and curb intersection including channelization and traffic signals.

RECEIVED
COUNTY & CITY SECTION
MAY 13 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☒ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Estimate of cost:

Field Survey	(901)	$ 1,750.00
Plans	(905)	500.00
Urban	(907)	50.00
Soils	(910)	50.00
Right of Way	(909)	100.00
Traffic	(911)	750.00
Specifications	(921)	150.00
Hearings	(980)	500.00

TOPICS 5025 (5)

Total estimated cost of survey . . . . $ 3,850.00

Previous authorization . . . . ________

Additional authorization requested . . . . ________

Additional authorization approved (Salem) . ________

Total all authorizations approved (Salem) . . ________

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Roy W. Pyle
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval: F. L. Hall
Design ~~Construction~~ Engineer

Approved: B Klabo
Ass't State Highway Engineer

State Printing 37985

PROGRAM & PLAN. DIV.
P. E. APPR. 3-19-71
FED. - AID X STATE

TOPS

City of Beaverton
4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005
TELEPHONE 644-2191

March 12, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 15 1971
☑ ~~ENGR.~~ ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Bldg.
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is to accompany our request for approval of a Federal Aid TOPICS project on the widening and signalization of the intersection of Allen Blvd. and Western Avenue in the City of Beaverton.

This project will reconstruct and widen to 4 lanes the intersection of these two arterial streets. Due to the nature of the terrain and the industrial zone in which this street is located, the environmental effects of this construction will all be positive. Existing bar ditches on both sides of the road which now serve as garbage collection traps will be replaced with curb and gutter. No vegetation of significance exists in the area in which the construction is to take place. This roadway will compliment the City's very lovely industrial park which we are quite proud of and feel represents the best in industrial park development on the West Coast. Some 40% of the various sites in this park are designated to landscaping and open space free of parking lots of any other form of construction.

3-15-71
CC: R.N. CHASE
STU COOPER

The present roadway typical section, including bar ditches is as wide as the proposed improvement, but not useable from the standpoint of traffic, so there will be no alteration of the existing character of the area. Since no property was acquired for this project and the work is being performed within the existing right-of-way there is no:

1. displacement of people
2. impact on recreation lands
3. change of water and air pollution problems
4. effect on the water table of the area

The net results of this project will be to benefit travel on these two major arterial streets which should enhance the work, school, recreational, religious, social, sexual, and economic opportunities for the area residents.

I hope this letter will prove satisfactory for your purposes however obscure they appear to me.

Very truly yours,

Jos F. Jackson

Jos. F. Jackson, P. E.
City Engineer

JFJ:akr

RECEIVED
MAR 15 1971

FOR FILING

NOTED
R. L. PORTER

MEMO TO FILES
March 12, 1971

T-5025(5)
7655

RE: TOPICS, City of Beaverton

On Friday, March 5, a meeting was held in Mr. Porter's office at the request of Mr. Joseph F. Jackson, City Engineer of Beaverton, regarding a pending TOPICS project at the intersection of S.W. Allen Avenue and S.W. Western Avenue. This project consists of widening and curbing the intersection area in conjunction with the installation of traffic control signals.

Mr. Jackson stated that the City plans on letting a contract early this summer to curb the balance of S.W. Allen Boulevard between the Beaverton-Tigard Highway and the Scholls Highway. Also included in this $250,000 contract would be the curbing of a portion of Western Avenue northerly of Allen Boulevard.

Mr. Jackson inquired of the feasibility of the City letting one contract to include both projects, with the State responsible for the engineering work on the TOPICS portion. He felt that this proposal would eliminate conflicts that might arise between two contractors working in the same area. Mr. Porter said he had no objection to this procedure if it were not in conflict with any Federal regulation and suggested that this be discussed with Mr. Young.

The writer took Mr. Jackson to Mr. Young's office where this matter was discussed with Mr. Young and Mr. Chase. Mr. Young stated that generally any procedure could be employed if you want to take the time and effort to fully satisfy the Federal Government that they will not incur any costs that are ineligible for federal-aid funding. After explaining to Mr. Jackson that combining the projects could conceivably delay the TOPICS project from a late summer bid opening to a fall bid opening that would require construction to take place next year, he decided to forego combining of the projects into one City let contract.

To diminish any conflicts involving two contractors, it was suggested that both the City and State contract proposals state that other construction will be underway in the immediate area that may require coordination of operations.

Richard Unrein
Richard Unrein
Urban Engineer
County and City Section

RU:mm

cc: R. L. Porter
F. B. Klaboe
L. H. Young
F. B. Crandall
L. W. Rulien

RECEIVED
MAR 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1971

FOR FILING
T-5025(5)
17655

March 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

We are submitting data for one TOPICS project in the City of Beaverton, Item No. 28, Project No. T-5025(5), "S.W. Allen Blvd.-Western Ave. (Beaverton) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program as established by the 1968 Highway Act.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The project is for improved movement of traffic at the 3-way intersection of a Type II Primary Highway (S.W. Allen Blvd.) and a Federal-Aid Secondary Highway, FAS 840 (S.W. Western Ave. and S. W. Allen Blvd.). This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Secondary Federal-Aid Funds, the entire project is programmed under the provisions of paragraph 8d of PPM 21-18 using TOPICS funds.

This project is exempt from IM 50-1-70 review by State Clearinghouse and District 2 Clearinghouse (Columbia Region Association of Governments) under working agreement dated April 28, 1970, and September 18, 1970, respectively.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. M. Young
Program and Planning Engineer

Enclosure
JLG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDE

3-9-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St. S.W. Allen Blvd. at Western Ave. (Beaverton) 21 65	**ADT**	PRESENT 8,400	FUTU 15 *25 (66)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., Gr., Pave & Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMER (72)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNT
	NAME OF URBAN AREA Portland 17-31	ROUT NO.
		ESTI

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66) (67)
5					**PE**		City St. S.W. Allen Blvd. at Western Ave. (Beaverton)	0.10	2,500
5					**ROW**		"S.W. Allen Blvd.-S.W. Western Ave. (Beaverton) Sec."		
5					**CONST** (CODE)			0.10	52,500
							PROJECT TOTALS	0.10	55,000
									(16) (23) (24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*Based upon Portland T
includes Multnomah Bl

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
15,300 26,200	91	08	Oregon	35	077	28

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
T-	5025	(5)		

I. Projects Only

COUNTY NAME: Washington

CODE: 067

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. T S — FEDERAL-AID: 840 — STATE: City St. — U.S.

ESTIMATED PROJECT COST BY PHASES

(...tion)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
. Allen tern Ave.	0.10	2,500	1,580	460	460 (City)	P.E. all phases; grade, drain, H.T. pave., curbs, and traffic signal installation.
Blvd.-S.W. . (Beaverton)						
	0.10	52,500	33,300	9,600	9,600 (City)	ROW - 60' normal; access control - none; parking restriction - none.
PROJECT TOTALS	0.10	55,000	34,880	10,060	10,060 (City)	

REMARKS

Preliminary Engineering	Field Work	$1,500
	PS & E Prep.	1,000
	Total	$2,500

*Based upon Portland Transportation Study which includes Multnomah Blvd. Expressway in system plan.

-over-

S. W. ALLEN BLVD.-WESTERN AVE. SECTION
Project T-5025(5)

Existing Facility
Allen Blvd. & Western Ave.: 24' pavement (2 lanes) with 5' gravel shoulders. (No existing signalization at intersection.)

Adjacent Facility
Allen Blvd. & Western Ave.: 24' pavement (2 lanes) with 5' gravel shoulders.

Project Data
The project consists of preliminary engineering (all phases), grade, drain, AC pavement, concrete curbs and gutters, channelize intersection to provide left-turn refuges and a one-way northbound connection from S. W. Allen Blvd. to S. W. Western Ave. by widening S. W. Allen Blvd. to provide a 48' curb section (4 lanes) for approximately 250' east and west of the intersection with S. W. Western Ave. and by widening S. W. Western Ave. to provide a 48' curb section (4 lanes) for approximately 200' north of the intersection with S. W. Allen Blvd.; installation of a 2-phase full traffic-actuated traffic signal (complete).

System Action
Tentative FAP Type II system approved by FHWA, May 26, 1970.

Airports, Water Developments, Historical & Recreational Areas: None involved.

Relocation Assistance Payment: None involved as additional right of way is not required. Entire project is within existing right of way.

State Clearinghouse review: Project exempt from review and comment under working agreement dated April 28, 1970.

District 2 (CRAG) Clearinghouse review: Project exempt from review and comment under working agreement dated October 16, 1970.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 67% of project is on FA Secondary System and
33% of project is on Type II Primary System.

TOPS

FORM E-30 (4-70)

SP*52503-734

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
March 8, 1971

SUBJECT: Beaverton Topics Project
Western and Allen Avenues

To:

Mr. Roy W. Pyle
Resident Engineer
10152 S.W. Park Way
Portland 97225

This will confirm that you are to hold in abeyance any further work in connection with working up a location project for the subject topics job until we receive a clear signal as to whether this topics job will be a part of a city administered contract.

L. W. Rulien
Regional Engineer

LWR:fb
cc Frank Hall
H. S. Cox

RECEIVED
COUNTY & CITY SECTION
MAR 11 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

3-12-70
Called Rulien, said to Refer to MEMO TO FILES which is forth coming. (separate projects)

March 2, 1971

Mr. Joseph P. Jackson
City Engineer
City Hall
Beaverton, Oregon 97005

Dear Joe,

New federal regulations require that before location and design approval may be requested from the Federal Highway Administration for your TOPICS project on Allen Blvd. at Western Avenue, we must have an environmental statement from the City in the form of a negative declaration.

Enclosed is a sample format of a negative declaration to assist you in stating "how" and "why" the project will have little or no adverse effect on the surrounding environment. You should also attach any letters or statements from public or quasi public officials, planning commissions, special interest clubs or groups, service districts, etc., relative to environmental effects or benefits of the project.

If you need further information or assistance concerning the above requirement, please phone or write.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN B

Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ OPE ☐

☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

SALEM, OREGON
February 18, 1971

TOPICS Projects (4)

Mr. L. H. Young
Program and Planning Engineer

BUILDING

Attached are summary sheets and a tabulation for four TOPICS projects which were approved by the Highway Commission at the February 16, 1971 meeting.

None of the projects will required clearinghouse approval except the project on N.E. Weidler Street.

Also attached is information for programming these projects with the FHWA.

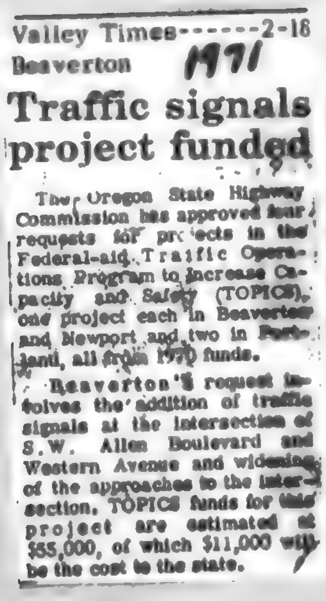
H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

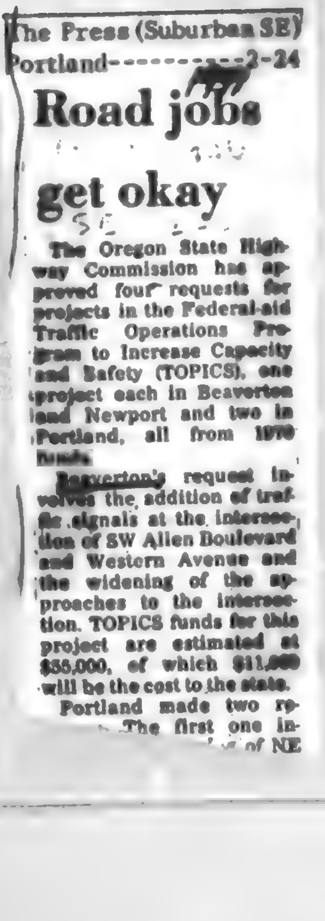


Valley Times------2-16
Beaverton 1971

Traffic signals project funded

The Oregon State Highway Commission has approved four requests for projects in the Federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS), one project each in Beaverton and Newport and two in Portland, all from 1970 funds.

Beaverton's request involves the addition of traffic signals at the intersection of S.W. Allen Boulevard and Western Avenue and widening of the approaches to the intersection. TOPICS funds for this project are estimated at $55,000, of which $11,000 will be the cost to the state.



The Press (Suburban SE)
Portland-----------2-24

Road jobs get okay

The Oregon State Highway Commission has approved four requests for projects in the Federal-aid Traffic Operations Program to Increase Capacity and Safety (TOPICS), one project each in Beaverton and Newport and two in Portland, all from 1970 funds.

Beaverton's request involves the addition of traffic signals at the intersection of SW Allen Boulevard and Western Avenue and the widening of the approaches to the intersection. TOPICS funds for this project are estimated at $55,000, of which $11,000 will be the cost to the state.

Portland made two re-
The first one in-
of NE

MEMO TO R. N. CHASE DATE: February 17, 1971
TOPICS PROJECT PROGRAMING

CITY: BEAVERTON SECTION: S.W. Allen Blvd.-Western Avenue

PROPOSED WORK: Reconstruct and signalize intersection.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	52,500	31,500	10,500	10,500	
P.E.	2,500	1,500	500	500	
		FIELD--1,500		P.S.& E. Preparation-1,000	

EXISTING FACILITIES: Allen Blvd. & Western Avenue - 24' pavement - no curbs or sidewalks. 5' gravel shoulders. No existing signalization.

ADJACENT FACILITIES: Same

PROJECT DATA: Widen S.W. Allen Blvd. for approx. 500' to 48'. Widen Western Avenue for approx. 200' to 48'. Channelize intersection to provide left-turn refuges and a one-way northbound connection from Allen Blvd. to Western Ave. Install full traffic-actuated two-phase traffic control signal. Install curbs and gutters.

PROJECT NO.: T-5025( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Tentative FAP Type II System approved 5/26/70.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP Type II & FAS 840
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempt Sept. 18, 1970
HEARING: None
ACCESS CONTROL: No change
PARKING RESTRICTIONS: No change
Requested from John Hanks.
ADT:

10/19/70

☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

February 16, 1971

Mr. Lawrence R. Sprecher
Manager
City Hall
Beaverton, Oregon 97005

Dear Mr. Sprecher:

On February 16, 1971, the Oregon State Highway Commission approved the City of Beaverton's request for a Federal Aid TOPICS project at the intersection of S.W. Allen Blvd. and Western Avenue. Attached for your information is a summary of this project.

In the near future we will prepare and forward to you an agreement to cover the project particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN B
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: F. B. Crandall
L. W. Rulien

FORM 2-30 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 16, 1971

SUBJECT: Approved TOPICS Project
S.W. Allen Blvd. @ Western Avenue
City of Beaverton

To: Mr. L. W. Rulien
Region 1 Engineer

Milwaukie

Herewith is a tabulation describing a TOPICS project approved by the Highway Commission at its February 16, 1971 meeting.

Please initiate an "Authority for Survey" for this project.

H. S. Cox
County and City Engineer

By Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt
Att.
cc: F. L. Hall (w/att)
F. B. Crandall "
I. D. Merchant "
D. H. Moehring "
F. D. Morgan "
V. A. Boyd "
R. N. Chase "
B. L. Gifford "
John Hanks "
[redacted]
D. E. Keyes "
T. W. Litchfield "
C. R. Nelson "
C. G. Swenson "
F. E. Terpin "
G. C. Wills "
F. W. Yarbrough "
C. T. Christianson " (FHWA)

SP*58870-754

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	Section	Programmed Amount	State Cost
Beaverton	S.W. Allen Blvd. at Western Ave.	$ 55,000	$ 11,000
Newport	Oregon Coast Highway at Olive St.	20,000	4,000
Portland	N.E. 21st Avenue-N.E. Broadway St. N.E. Weidler St. & N.E. 24th Ave.	75,000	15,000
Portland	Union Pacific Railroad Crossing on N. Swift Blvd. *($22,000 total cost.)	12,000	2,400

* ($10,000 Railroad contribution)

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	1,804,800	1,804,800
Unprogrammed Balance	938,200	938,200
Proposed Projects, 2/16/71	162,000	162,000
Unprogrammed Balance	$ 776,200	$ 776,200

71-a
2/5/71

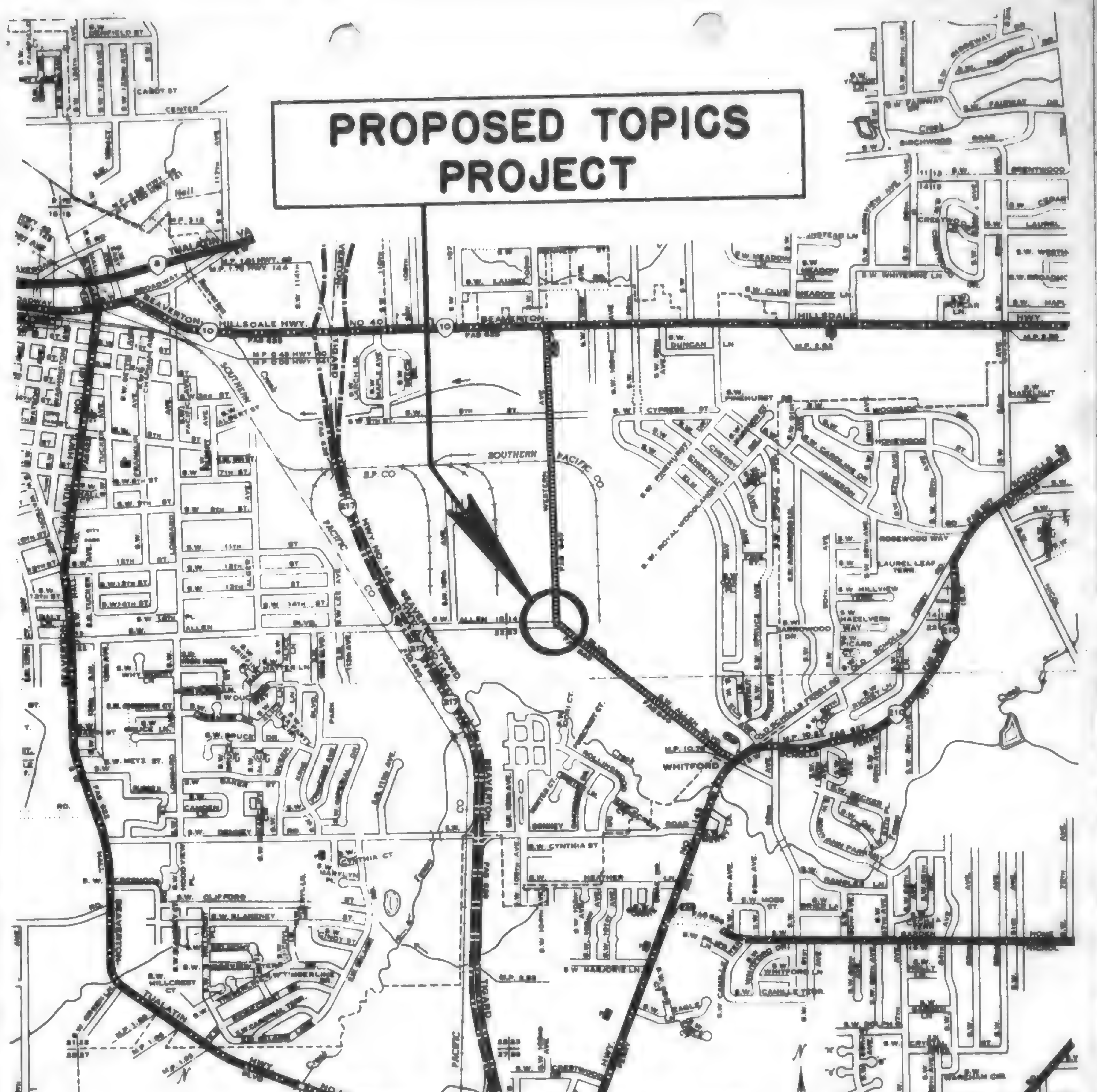
CITY OF BEAVERTON
Proposed TOPICS Project (1970 Funds)

S.W. Allen Blvd. (FAS 840 & FAP Type II) at Western Avenue (FAS 840) (Beaverton) Section. Traffic signals and channelization, $55,000.

Install fully traffic-actuated two-phase traffic control signal at the intersection of S.W. Allen Blvd. and Western Avenue. Channelize and curb intersection to provide additional travel lanes.

A public hearing will not be required.

71-a
2/2/71


PROPOSED TOPICS PROJECT

BEAVERTON
HILLSDALE
HILLSDALE HWY. NO. 40
BEAVERTON
SOUTHERN PACIFIC CO
S.P. CO
S.W. ALLEN BLVD
S.W. CYPRESS ST
S.W. DUNCAN LN
S.W. MEADOW
WHITFORD
S.W. CYNTHIA ST
S.W. HEATHER
S.W. CLIFFORD
S.W. BLAKENEY
S.W. MARJORIE LN
S.W. CAMILLE TER
S.W. CRESTWOOD
S.W. HOMESTEAD LN
PROGRESS
BRADLEY CORNER
TUALATIN
BEAVERTON
TUALATIN HWY
HWY NO. 141
SCHOLLS
SOUTHERN PACIFIC
S.W. BROCKMAN ST
S.W. TAYLOR
ROSEWOOD WAY
LAUREL LEAF TERR
HAZELVERN WAY
PICARD
WOODSIDE
S.W. PINEHURST DR
S.W. FAIRWAY
BIRCHWOOD ROAD
BRENTWOOD
SORRENTO ROAD
S.W. SCHOLLS FERRY RD
WASHINGTON

RECEIVED
FEB 10 1971
FOR FILING

T-5025(5)
7655

February 9, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at the February 16 meeting requests from the Cities of Beaverton, Newport and Portland for Federal Aid TOPICS projects.

The City of Beaverton is requesting the addition of traffic signals at the intersection of S. W. Allen Boulevard and Western Avenue and the widening of the approaches to the intersection. TOPICS funds for this project are estimated at $55,000, of which $11,000 will be the cost to the State.

The City of Newport is requesting the installation of multiphased traffic signals and channelization at the intersection of the Oregon Coast Highway and Olive Street. TOPICS funds for this project are estimated at $20,000, of which $4,000 will be the cost to the State.

The City of Portland is requesting two projects. One project consists of the widening of N. E. Weidler Street between N. E. 21st Avenue and N. E. 24th Avenue, and the widening of N. E. 24th Avenue between N. E. Weidler Street and N. E. Broadway Street which will include the necessary adjustment of traffic signals, curbs and sidewalks. TOPICS funds for this project are estimated at $75,000, of which $15,000 will be the cost to the State. The other project will consist of railroad crossing protection on N. Swift Boulevard at its intersection with the Union Pacific Railroad. All work will be done by Force Account. Total cost of this project is estimated at $22,000. The Railroad's estimated share is $10,000, leaving the TOPICS funds estimated at $12,000 of which $2,400 will be the cost to the State.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
L. W. Rulien
R. L. Schroeder
R. D. Asburry

RB:ljt sr

3

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 9, 1971

SUBJECT: Proposed TOPICS Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Beaverton, Newport and Portland.

The City of Beaverton is requesting approval of a project consisting of the installation of a fully traffic-actuated two-phase traffic control signal at the intersection of S.W. Allen Blvd. and Western Avenue. This intersection will be widened, channelized and curbed to provide additional travel lanes. Total cost of this project is estimated at $55,000, including preliminary engineering. The cost to the State is estimated at $11,000.

The City of Newport is requesting approval of a project consisting of the installation of multi-phased traffic signals, painted channelization and minor curb work at the intersection of the Oregon Coast Highway and Olive Street. Total cost of the project is estimated at $20,000 including preliminary engineering. The cost to the State is estimated at $4,000.

The City of Portland is requesting approval of a project consisting of widening N.E. Weidler Street between N.E. 21st Avenue and N.E. 24th Avenue, widening N.E. 24th Avenue between N.E. Weidler Street and N.E. Broadway Street, and channelization of the intersections of N.E. Weidler Street and N.E. 24th Avenue, and N.E. Broadway Street and N.E. 24th Avenue. Traffic signals will be adjusted and curbs and sidewalks replaced to accommodate widening. Total cost of this project is estimated at $75,000 including preliminary engineering. The cost to the State is estimated at $15,000.

Portland is also requesting approval of a project consisting of railroad crossing protection on N. Swift Blvd. at its intersection with the Union Pacific Railroad. All work will be accomplished by Force Account. The crossing work will be done by the Railroad and the installation of advance warning lights and signs and minor guardrail work will be done by City forces. Total cost of this project is estimated at $22,000 including preliminary engineering. The Railroad will pay $10,000 of this amount so that only $12,000 of TOPICS funds will be used of which the cost to the State will be $2,400.

SP*52478-734

3

Mr. F. B. Klaboe

February 9, 1971

These projects have been reviewed with the FHWA and are eligible for the use of TOPICS funds. The total TOPICS funds required is estimated at $162,000 of which $32,400 will be the State's share.

If satisfactory, these projects should be presented to the Highway Commission for approval at the February 16, 1971 meeting. A draft of a suggested letter to the Commission is attached.

H. S. Cox
County and City Engineer

By Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

RECEIVED
FEB 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

☑ ENGR. ☑ COOR. ☒ CE ☒ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

February 2, 1971

Mr. Lawrence R. Sprecher
Manager
City Hall
Beaverton, Oregon 97005

Dear Mr. Sprecher:

The TOPICS project request submitted by the City of Beaverton for the installation of traffic signals and the channelization of the intersection of S.W. Allen Blvd. and Western Avenue will be submitted to the State Highway Commission for approval at the February 16, 1971 meeting. The estimated cost of this project is $55,000.

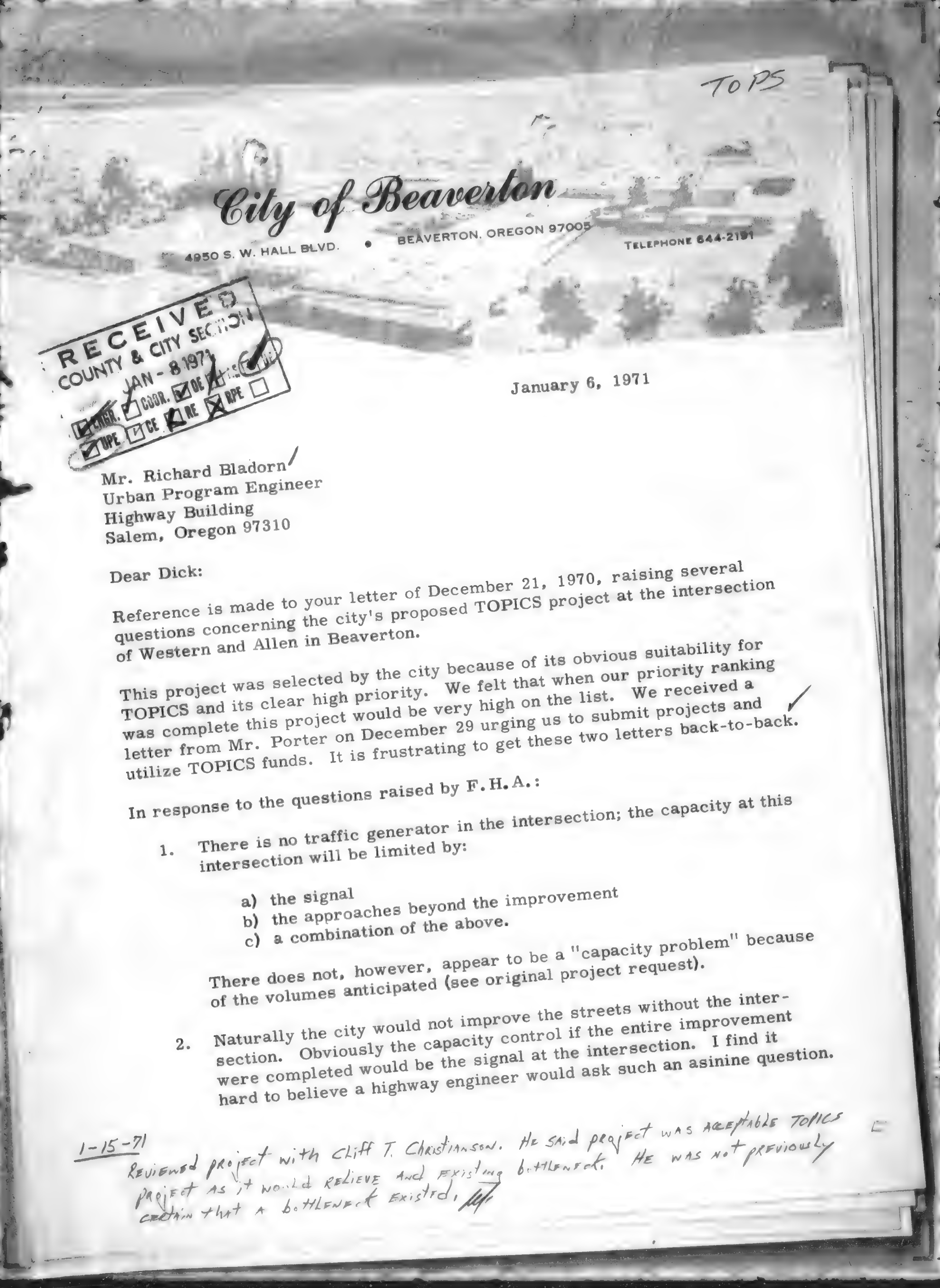
Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt



TOPS

City of Beaverton
4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005 TELEPHONE 644-2191

RECEIVED
COUNTY & CITY SECTION
JAN - 8 1971
☑ ENGR. ☐ COOR. ☑ OE ☒ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

January 6, 1971

Mr. Richard Bladorn
Urban Program Engineer
Highway Building
Salem, Oregon 97310

Dear Dick:

Reference is made to your letter of December 21, 1970, raising several questions concerning the city's proposed TOPICS project at the intersection of Western and Allen in Beaverton.

This project was selected by the city because of its obvious suitability for TOPICS and its clear high priority. We felt that when our priority ranking was complete this project would be very high on the list. We received a letter from Mr. Porter on December 29 urging us to submit projects and utilize TOPICS funds. It is frustrating to get these two letters back-to-back.

In response to the questions raised by F.H.A.:

1. There is no traffic generator in the intersection; the capacity at this intersection will be limited by:

   a) the signal
   b) the approaches beyond the improvement
   c) a combination of the above.

   There does not, however, appear to be a "capacity problem" because of the volumes anticipated (see original project request).

2. Naturally the city would not improve the streets without the intersection. Obviously the capacity control if the entire improvement were completed would be the signal at the intersection. I find it hard to believe a highway engineer would ask such an asinine question.

1-15-71
Reviewed project with Cliff T. Christianson. He said project was acceptable TOPICS project as it would relieve and existing bottleneck. He was not previously certain that a bottleneck existed.

3. I would like to point out that two of the three legs of this intersection are on the Federal Aid system. Why is the city required to expend its limited TOPICS funds on the FAS system? The answer, once again blatantly obvious, is funding. The city has no access to highway funds except through TOPICS. If F.H.A. is going to nit-pick on this level about a needed, warranted, eligible improvement on the FAS system (not the type II system), then my attitude is to hell with it. There is a possibility that the city could make the bulk of this improvement with LID funding but the sheer arrogance of asking us to do so on the FAS system blows my mind.

I don't know if this has been much help but as you know, I have a low tolerance for this game. We are told to expend the funds, then the barriers are established almost prohibiting us from doing so, then the OSHD says "you didn't use the funds in the allotted two years, we'll have to use them ourselves" and we wind up the bad guys: planned failure.

I believe this project is eligible under the TOPICS program by definition. It is a spot reconstruction and signalization of a hazardous, accident producing, high volume intersection. An inspection of the intersection reveals that with the present grades, the major movement is discriminated against, the area of maneuver is too large, etc., etc. I expect this project to (a) eliminate the hazardous vehicle conflict almost entirely and (b) provide for smooth and orderly flow through the intersection.

The only reasonable question to ask here, implicit in F.H.A.'s questions but, of course, not asked outright is "Why a four lane facility instead of reconstructing the existing two?" I feel that present volumes warrant four lanes and that to accomplish anything here we need the extra storage in the intersection for left turns. This may or may not ultimately be a four lane facility from Scholls Ferry Road to 217 and to the Beaverton-Hillsdale Highway, but to construct less now would be folly.

If I can be of further assistance, do not hesitate to call. We are, as usual, interested in expediting this project.

Very truly yours,

Joe

Jos. F. Jackson, P.E.
City Engineer

JFJ:mjs

T-3035-(5)
7055

bc: . B. Klaboe
F. B. Crandall
F. L. Hall
L. W. Rulien

NOV
F. B. KLABOE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 21, 1970

Mr. Theron L. Martin
Public Works Director
City Hall
Beaverton, Oregon 97005

Dear Mr. Martin:

On October 6, 1970, the City of Beaverton submitted a request to the State for a TOPICS project on S.W. Allen Blvd. at Western Avenue. After review with City and State officials, the proposal was returned to the City for reworking to comply with State and Federal design standards. The project was resubmitted to the State on November 24, 1970, and after review with our Design Section, was submitted to the Federal Highway Administration for an informal review as to its eligibility under the TOPICS program. They feel that while the project itself fits the general criteria established for such proposals, they would like to have more information concerning the reasons for the project and just what the project would accomplish.

Some of the questions they raised are:

1. Would a capacity problem be created on the three termini of the project by improving the intersection?
2. Since the City has indicated that they intend to widen the approaches to the intersection, are they creating a capacity problem at the intersection?
3. Why is this intersection not included in the City's plans for the overall improvement of these streets? (TOPICS projects are intended to eliminate existing localized problems and are not intended to supplement major construction projects.)

Please review the above and submit to this office your reasons why you believe the project to be eligible under the TOPICS program and what you would expect this project to accomplish.

Should you have any questions concerning these items, please feel free to contact this office for clarification.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Bladorn
Richard Bladorn
Urban Program Engineer

RECEIVED
DEC 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

City of Beaverton

4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005

TELEPHONE 644-2191

November 24, 1970

Richard H. Bladorn
County and City Section
Highway Division
Department of Transportation
405 State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
NOV 3 0 1970
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Dear Dick:

Here are the revised Mylar sheets for the TOPICS project with corrections as we discussed. I am sorry for the delay in getting them back to you. I was out of town last week.

nt →
30-70

Please keep us informed concerning the progress of this work. Also, could you arrange to have sent to me another title sheet as we are interested in submitting a second project for your review.

Once again, thank you for your assistance.

Very truly yours,

Jos F. Jackson

Jos. F. Jackson, P.E.
City Engineer

JFJ:mjs
Enclosures

11-30-70
C: F. Terpin - please submit a cost estimate to this office including PE and excluding traffic signals.
Bladorn

RECEIVED
COUNTY & CITY SECTION
NOV 3 0 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

TOPS

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1970

SUBJECT: Proposed TOPICS Project
Allen Avenue at Western Avenue
Beaverton

To: H. S. Cox
County-City Engineer

BUILDING

Attention: Richard Bladorn ✓

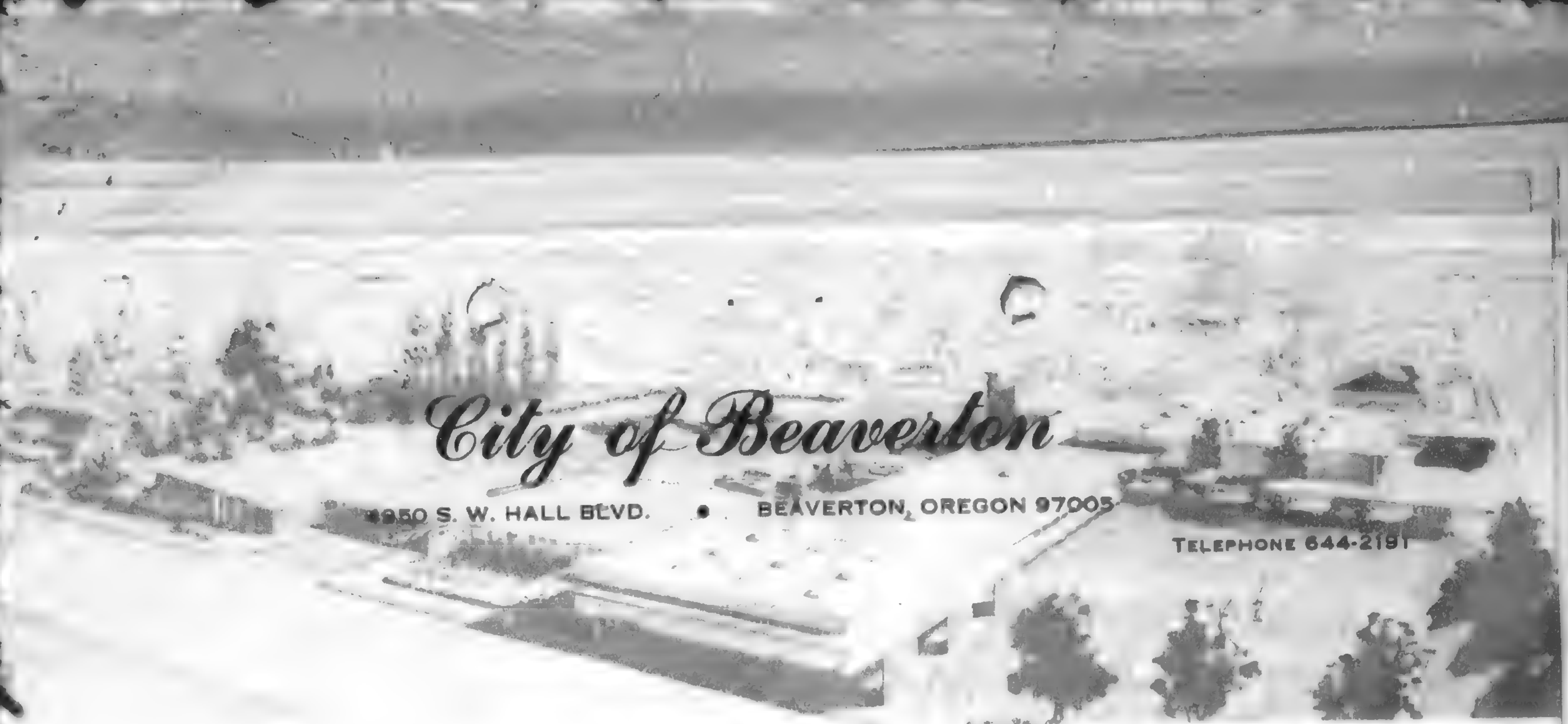
Returned herewith is material submitted by the City of Beaverton concerning a TOPICS project at the above intersection.

The installation of traffic signals based upon the City's design is estimated to cost $10,000. Preliminary engineering is estimated to cost an additional $600.

L. E. George
L. E. George
Operations Engineer

VPJ:bls
Attachment

RECEIVED
COUNTY & CITY SECTION
OCT 23 1970
☐ ENGR. ☑ COOR. ☑ JE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐



City of Beaverton
4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005
TELEPHONE 644-2191

October 6, 1970

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

State Highway Division
Cities and Counties
State Highway Building
Salem, Oregon

Gentlemen:

Enclosed is Traffic Project Request and accompanying documents for programming of a TOPICS project at the intersection of Allen and Western Avenues in the City of Beaverton, Oregon. Also attached are detailed plans, specifications and estimate of quantities for your review.

Your assistance is greatly appreciated.

Very truly yours,

Laurence R. Sprecher
City Manager

by: Jos. F. Jackson, P.E.
City Engineer

JFJ:mjs
Enclosures

11-2-70
Project returned to city for redesign after meeting with Jackson - Turpin - Olson & Bledsoe
RHB

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Statement Concerning Beaverton Areawide TOPICS Plan

The purpose of this statement is to provide the documentation required to program a TOPICS project prior to the completion of an Areawide TOPICS Plan as specified on page 1 of form T-1-69, Oregon State Highway Department.

The City of Beaverton established a Traffic Operations Section on July 1, 1970, with the help of Federal financial support in the form of a highway safety grant. The project funded under this grant is 13 months in length and provides for the collection, cataloguing, refinement, and publishing of traffic engineering data including vehicle volumes, manual turning movement and classification counts, inventory of traffic control devices, and accident analysis by location, frequency, and severity.

The present time schedule calls for publishing the Beaverton Traffic Report in August of 1971. This report will provide a complete base for preparation of an areawide TOPICS plan except for the narrative report. The areawide TOPICS plan will be completed in first draft in September 1971, which allows a minimum of 6 months for refinement and approval if a Beaverton TOPICS project were authorized in August, 1970.

Respectfully submitted,

Jos. F. Jackson

Jos. F. Jackson, P.E.
City Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 9 - 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RESOLUTION NO. 1573

A RESOLUTION MAKING APPLICATION FOR CERTAIN STREET AND TRAFFIC SIGNAL CONSTRUCTION UNDER THE TRAFFIC OPERATIONS PROGRAM TO INCREASE CAPACITY AND SAFETY (TOPICS).

WHEREAS, in the interest of health, safety and welfare of the motoring public, certain intersection reconstruction and traffic signalization is required at the intersection of S.W. Western Avenue and S.W. Allen Boulevard in the City of Beaverton; and

WHEREAS, there are certain federal and state programs available to aid in the construction of said improvements and signalization; now, therefore,

THE CITY OF BEAVERTON DOES RESOLVE AS FOLLOWS:

SECTION 1. The Council of the City of Beaverton, Oregon, does hereby make application for participation by the Oregon State Department of Transportation, Highway Division, and the Federal Bureau of Public Roads in an intersection reconstruction and traffic signalization project at the intersection of S.W. Western Avenue and S.W. Allen Boulevard in the City of Beaverton in accordance with the design plans, specifications and estimate of quantities comprising City of Beaverton Project No. 111-60-2st, dated August 31, 1970, and in accordance with the Traffic Operations Program to Increase Capacity and Safety (TOPICS).

SECTION 2. The City Manager is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

Adopted and passed by the Council this 5 day of October, 1970.

Approved by the Mayor this 5 day of October, 1970.

JAMES R. MOORE
MAYOR

ATTEST:

MARJORIE E. KERBER
RECORDER

PROGRAM TO INCREASE

WHEREAS, in the interest of health, safety and welfare of the motoring public, certain intersection reconstruction and traffic signalization is required at the intersection of S.W. Western Avenue and S.W. Allen Boulevard in the City of Beaverton; and

WHEREAS, there are certain federal and state programs available to aid in the construction of said improvements and signalization; now, therefore,

THE CITY OF BEAVERTON DOES RESOLVE AS FOLLOWS:

SECTION 1. The Council of the City of Beaverton, Oregon, does hereby make application for participation by the Oregon State Department of Transportation, Highway Division, and the Federal Bureau of Public Roads in an intersection reconstruction and traffic signalization project at the intersection of S.W. Western Avenue and S.W. Allen Boulevard in the City of Beaverton in accordance with the design plans, specifications and estimate of quantities comprising City of Beaverton Project No. 111-60-2st, dated August 31, 1970, and in accordance with the Traffic Operations Program to Increase Capacity and Safety (TOPICS).

SECTION 2. The City Manager is hereby directed to take such steps and prepare such documents as may be necessary to perfect this application.

Adopted and passed by the Council this 5 day of October, 1970.

Approved by the Mayor this 5 day of October, 1970.

ATTEST:

JAMES R. MOORE
MAYOR

MARJORIE E. KERBER
RECORDER

RECEIVED
COUNTY & CITY SECTION
OCT 8 - 1970
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date October ~~10~~ 5, 1970

Name of City Beaverton
Major Street Name Western Avenue & Allen Blvd.
Section Name Intersection

Location of Project (Attach sketch map) Length
On Which System? Primary I ______ Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: ______________; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain North and southeast legs of this intersection are on FAS 840. West leg is under City jurisdiction

48'
Describe Project Reconstruct and signalize the intersection of Western Avenue and Allen Blvd. in the City of Beaverton from the existing 24' roadway to a 44' roadway with curb and gutter and channelization. Signalization will be by a full-traffic actuated two phase installation.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: Intersection, Western Avenue and Allen Blvd. in the City of Beaverton

2. Type: a. **Traffic Control** ______
   1. Pretimed ______
   2. Traffic-actuated X
      - (a.) Full traffic-actuated X
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

Footnotes:

12-21-70
Reviewed with christianson - wants more information before ok'ing eligibility.
B
1-15-71
OK B

T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
   a. Two X
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? No Remarks: Nearest signal is 2,000' away on the Beaverton-Tigard Expressway
   If so, by cable or leased telephone line? ______________

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire X
   c. Signal Bridge ______

6. Paint Color Desired: Beaverton blue

7. Present Signalization: None

8. Other Remarks: Turning Movement diagram attached

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: ______________________________

2. Type: a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
- a. 175 ______
- b. 250 ______
- c. 400 ______
- d. 700 ______
- e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
- a. 30 ft. ______
- b. 40 ft. ______
- c. 45 ft. ______
- d. 50 ft. ______

9. Pole Type:
- a. Wood ______
- b. Steel ______
- c. Aluminum ______

10. Operating Voltage:
- a. 120 ______
- b. 240 ______
- c. 480 ______
- d. Series ______

11. Type of Wiring:
- a. Overhead ______
- b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Intersection of Allen Blvd. and Western Avenue in Beaverton

2. Desired Work: Widen and channelize existing intersection as indicated on the attached plan sheets

3. Typical Section: ~~4~~ 2 - 11' 2-13' driving lanes with monolithic curb and gutter on all legs

4. Curbs? Yes If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) monolithic
   b. Exposure 6 inches
   c. Width between curbs 44 48 ft.
   d. Desired curb radius See plan ft.

5. Surfacing: A.C. X P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: 2 - 12' asphaltic concrete driving lanes with 5' gravel shoulders

7. Traffic Control Signing:
   a. To be part of project? ~~X~~ Per J. Jackson 12-2-70 RB
   b. By City? X c. By State at City Expense? ______
   (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   a. To be part of project? ______
   b. By City? X
   c. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   a. Length ______ft.
   b. Width ______ft.
   c. Type ______
   d. Location: ______

Footnotes:

IV. **STRUCTURE DATA:**

1. Location: ______________________

2. Desired Work: ______________________

3. Name of Structure: ______________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location ________

7. Is a particular type of structure and design desired? __________
Explain: ______________________

8. Can street be closed during construction? ______________

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _________
Width _________ ft.
d. Shoulders: Type _________
Width _________ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ______________________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ______________________________
    c. Storm Sewer: ______ Size: __________
       Owner: ______________________________
    d. Gas Mains: ______ Size: __________
       Owner: ______________________________
    e. Power Lines: ______
       Owner: ______________________________
    f. Telephone Lines: ______
       Owner: ______________________________
    g. Other Utilities: ______________________________
    ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________________
____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
Explain: ______________________________
____

17. Describe Existing Structure: ______________________________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 60 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain:

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain:

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit or Franchise * (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner , and dates between which water can be turned off:
   From To Location:

10. Are there any railroad crossings? No Location:

Footnotes: *Utilities are shown and identified on the condition diagram sheet (preliminary) attached.

a. Name of Railroad ____________________

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ________ Distance ____ft.

(2.) (Direction) ________ Distance ____ft.

d. Number of Trains: (1) Passenger ________ Speed ______mph

(2) Freight ________ Speed ______mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade ____________

(2.) Overcrossing ____________

(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________

(2.) Automatic flasher ________

(3.) Automatic bell ________

(4.) Gates ________

(5.) Stop signs ________

(6.) Crossbucks ________

(7.) Other ________

h. Proposed Type Crossing and Protection: ____________________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______

(1.) Does City wish State to prepare P.U.C. hearing data? ______

(2.) Will P.U.C. application be made by? State ______ City ______

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 102,000.00
2. Estimated Cost of Requested Project $ 39,003.00
3. Date Match Money is Available: Immediately
4. Will there be any 100% City money? *Yes
5. Maximum Amount of 100% City Money: $ 3,000.00

Footnotes: *100% City money will be used for temporary connections as indicated on the intersection plan sheets attached.

6. Other Remarks: None

This application is not complete unless a sketch map showing the location of the project is attached.

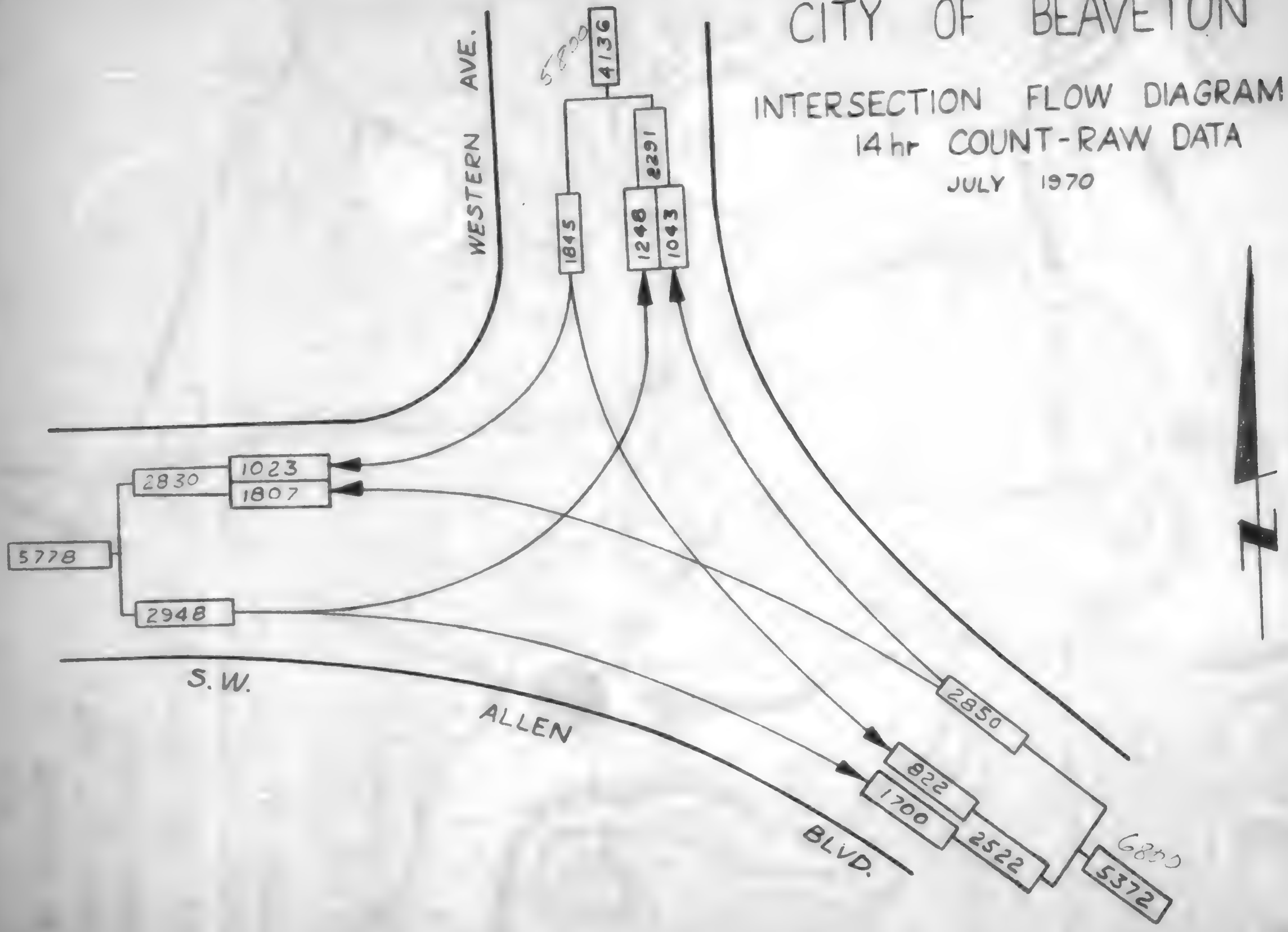
The Beaverton City Council on the 5th day of October, 19 70, adopted Resolution No. 1573 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

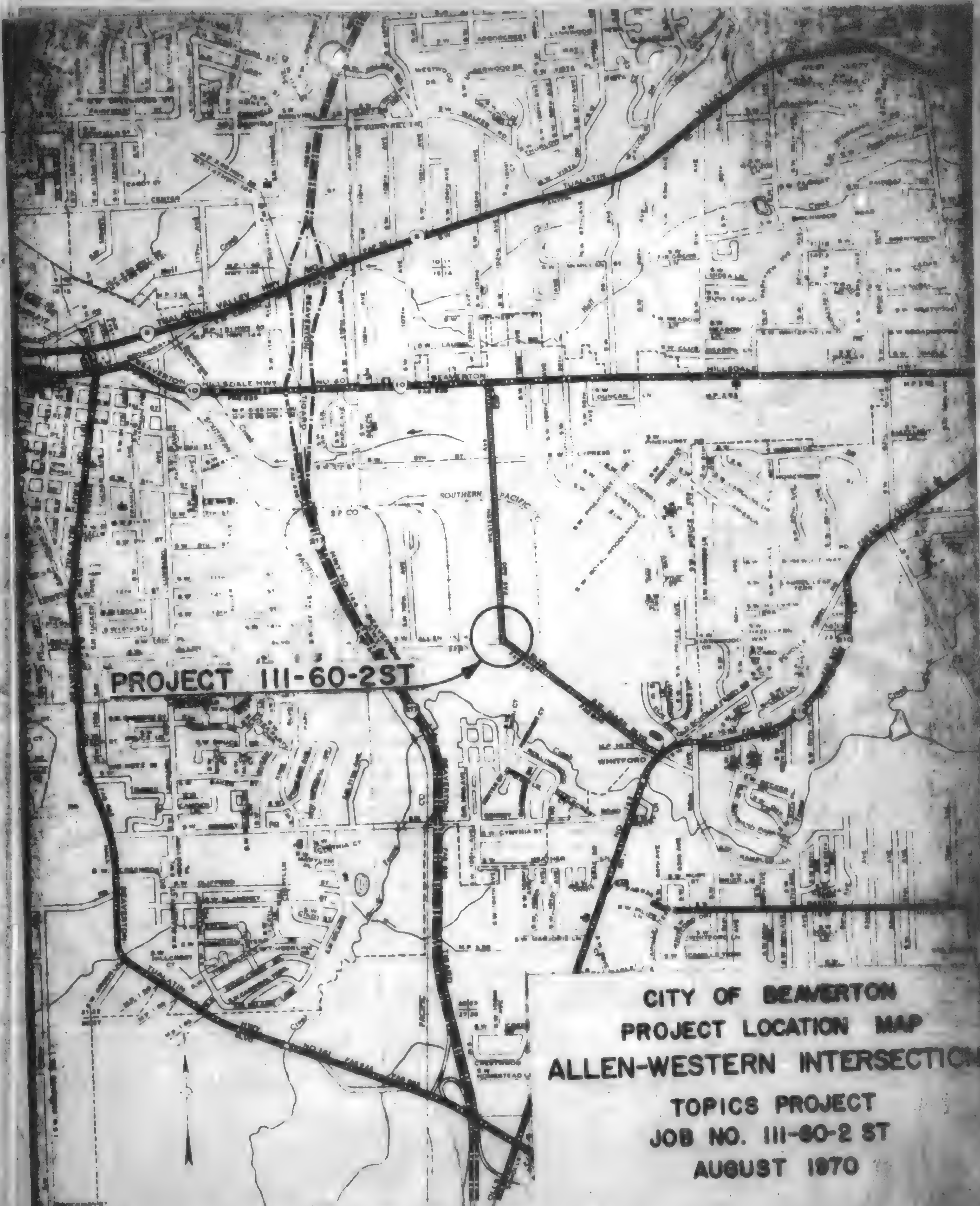
By ______________________
City Engineer

By ______________________
City Manager

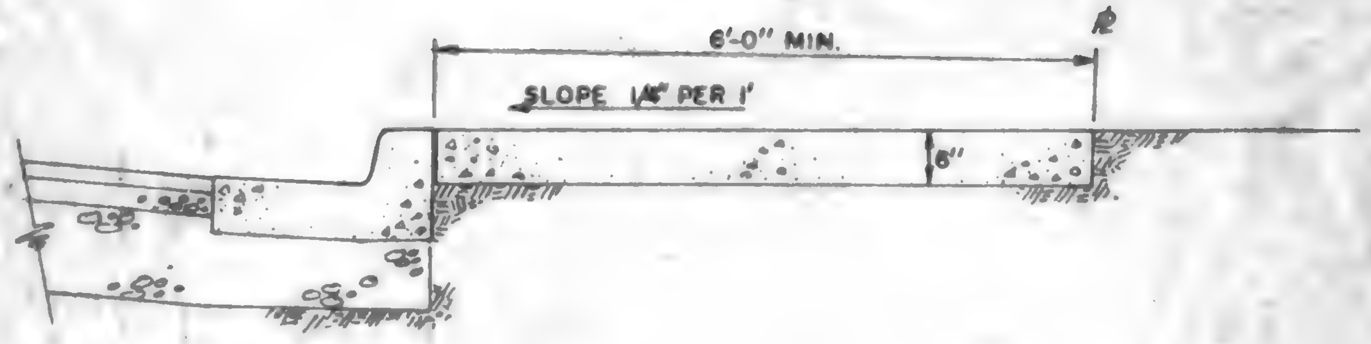
CITY OF BEAVETON

INTERSECTION FLOW DIAGRAM
14 hr COUNT-RAW DATA
JULY 1970


WESTERN AVE.
S. W. ALLEN BLVD.
N
5800
4136
1845
2291
1248
1043
2830
1023
1807
5778
2948
2850
822
1700
2522
6800
5372


TUALATIN VALLEY HWY
BEAVERTON
HILLSDALE HWY
HILLSDALE
SOUTHERN PACIFIC
SP CO
DUNCAN
CENTER
WHITFORD
PROJECT 111-60-2ST

CITY OF BEAVERTON
PROJECT LOCATION MAP
ALLEN-WESTERN INTERSECTION
TOPICS PROJECT
JOB NO. 111-60-2 ST
AUGUST 1970

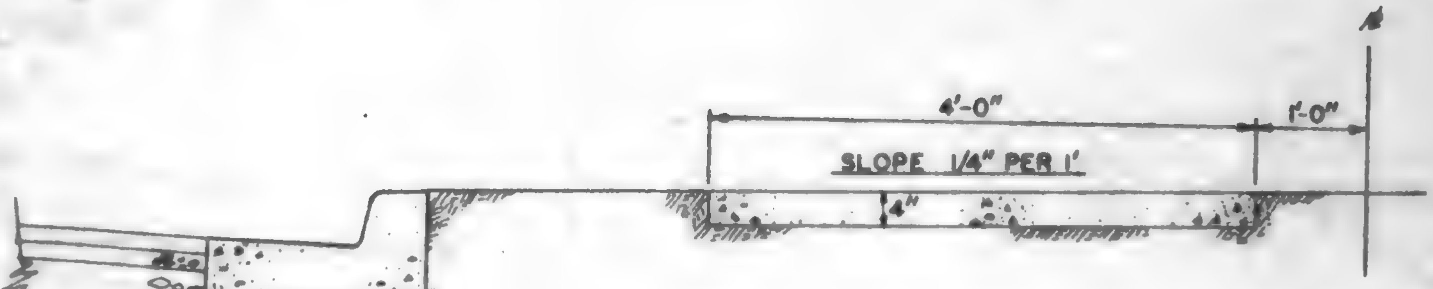


NOTE:

1) SLOPE SIDEWALK BEGINNING AT CURB TO BACK OF SIDEWALK.
2) SIDEWALK DEPTH — 6".
3) DRIVEWAY SECTION — 7".
4) EXPANSION JOINTS, MAX. SPACING — 20', OR AT ALL CHANGES IN SECTION.
5) SUBGRADE — SIDEWALK TO BE PLACED ON EITHER UNDISTURBED MATERIAL OR APPROVED MATERIAL COMPACTED TO NOT LESS THAN 95 % OF MAXIMUM DENSITY.

STANDARD COMMERCIAL SIDEWALK

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 101	SCALE: 1/2" = 1'-0"

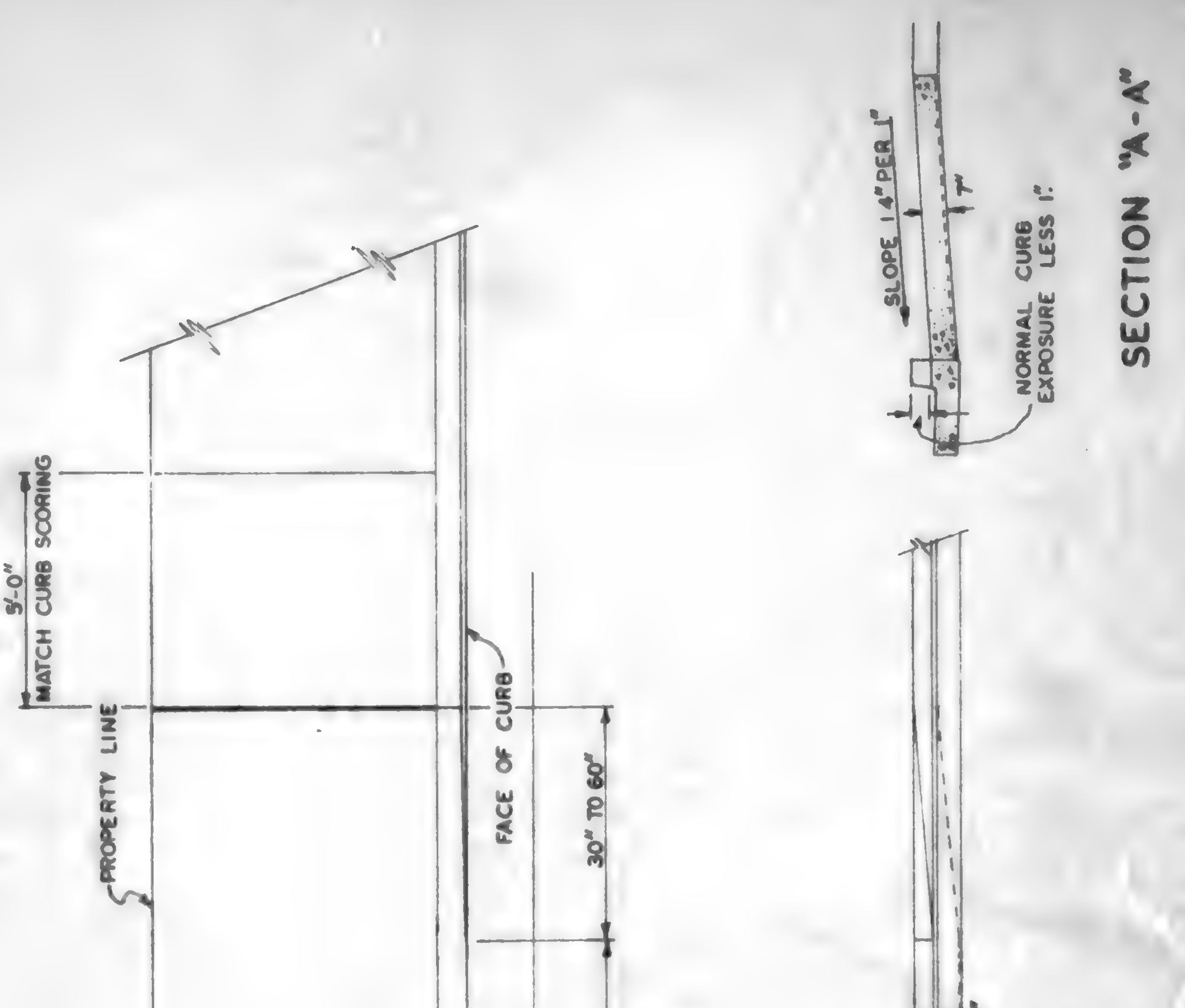


NOTE:

1) SLOPE SIDEWALK BEGINNING AT CURB TO BACK OF SIDWALK.
2) SIDEWALK DEPTH – 4"
3) DRIVEWAY SECTION – 6"
4) EXPANSION JOINTS, MAX. SPACING – 20', OR AT ALL CHANGES IN SECTION.
5) SUBGRADE – SIDEWALK TO BE PLACED ON EITHER UNDISTURBED MATERIAL OR APPROVED MATERIAL COMPACTED TO NOT LESS THAN 95% OF MAXIMUM DENSITY.

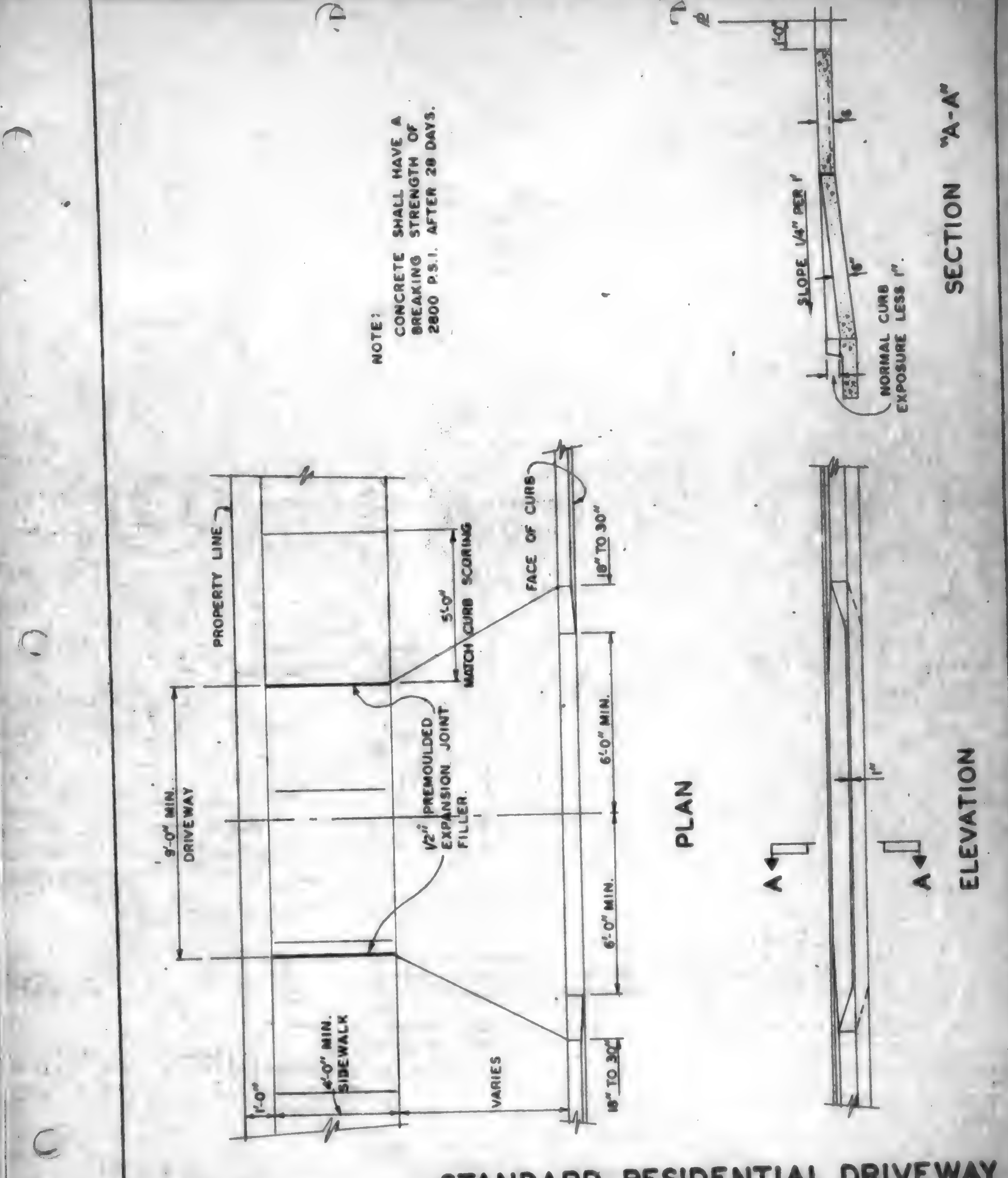
STANDARD RESIDENTIAL SIDEWALK

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 102	SCALE: 1/2" = 1'-0"


9'-0"
MATCH CURB SCORING
PROPERTY LINE
FACE OF CURB
30" TO 60"
VARIABLE DRIVEWAY WIDTH
30" TO 60"
1/2" PREMOLDED EXPANSION JOINT FILLER
6' 0" MIN. SIDEWALK
PLAN
A
A
1"
ELEVATION
SLOPE 1/4" PER 1'
7"
NORMAL CURB EXPOSURE LESS 1"
SECTION "A-A"

STANDARD COMMERCIAL DRIVEWAY

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 103	SCALE: 1/4" = 1'-0"

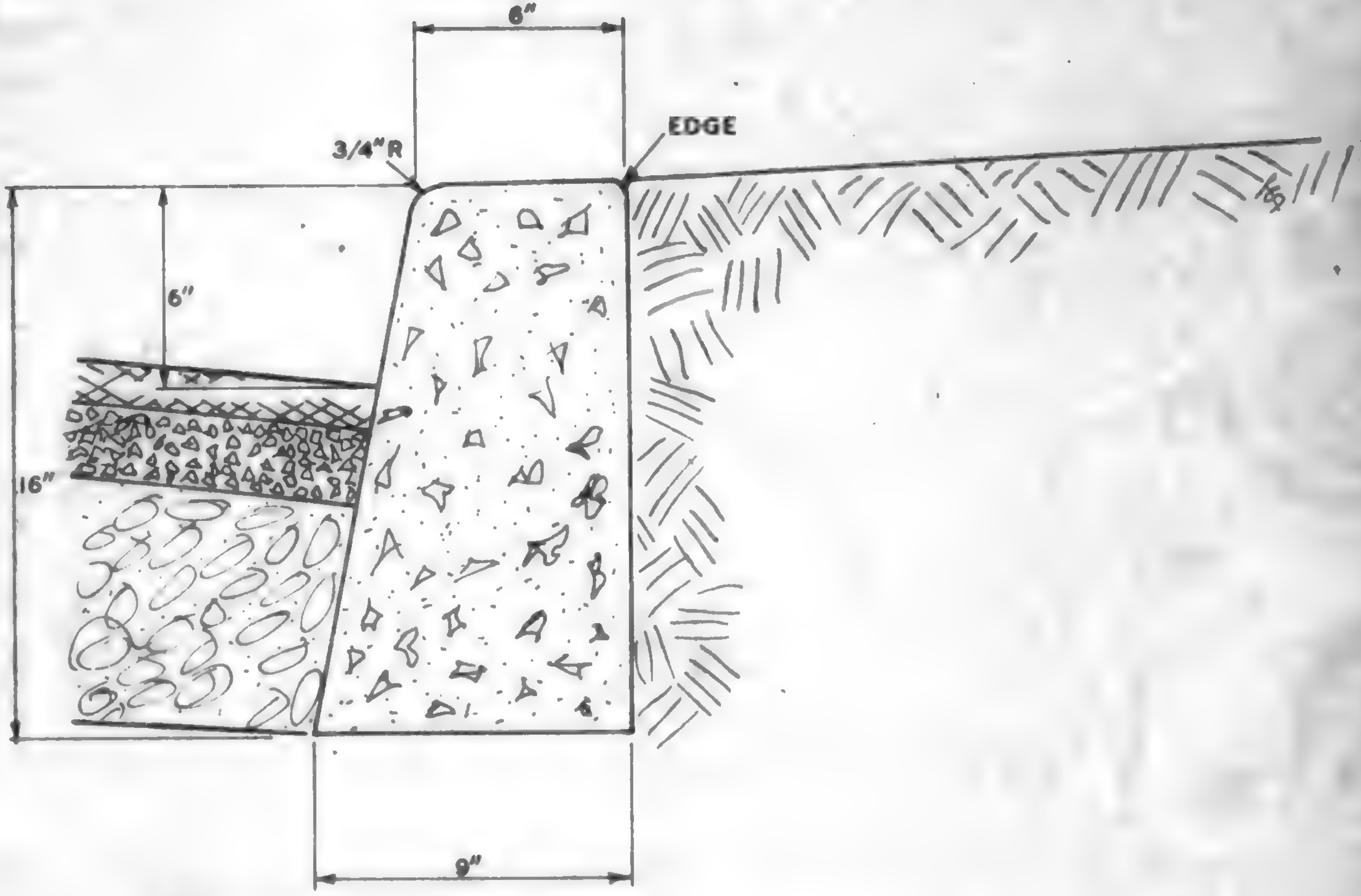

PLAN
ELEVATION
SECTION "A-A"
A
A
PROPERTY LINE
9'-0" MIN. DRIVEWAY
1/2" PREMOULDED EXPANSION JOINT FILLER.
5'-0" MATCH CURB SCORING
FACE OF CURB
18" TO 30"
6'-0" MIN.
6'-0" MIN.
18" TO 30"
VARIES
4'-0" MIN. SIDEWALK
1'-0"
1"
1'-0"
6"
18"
SLOPE 1/4" PER 1'
NORMAL CURB EXPOSURE LESS 1".

NOTE: CONCRETE SHALL HAVE A BREAKING STRENGTH OF 2800 P.S.I. AFTER 28 DAYS.

STANDARD RESIDENTIAL DRIVEWAY

CITY OF BEAVERTON	Public Works Dept.	STANDARD PLAN NO. 104	SCALE: 1/4" = 1'-0"

NOTE:
1) CONC. TO HAVE A BREAKING STRENGTH OF 2800 P.S.I. AFTER 28 DAYS.
2) TO BE USED ONLY WITH CITY ENGINEER APPROVAL.



TRANSVERSE EXPANSION JOINTS
1) TO BE PROVIDED AT EACH POINT OF TANGENCY OF THE CURB AND AT OTHER LOCATIONS AS REQUIRED TO LIMIT THE SPACING TO A MAXIMUM OF 20'.
2) MATERIAL TO BE PRE-MOLDED NON-EXTRUDED MATERIAL WITH A MINIMUM THICKNESS OF 1/2".

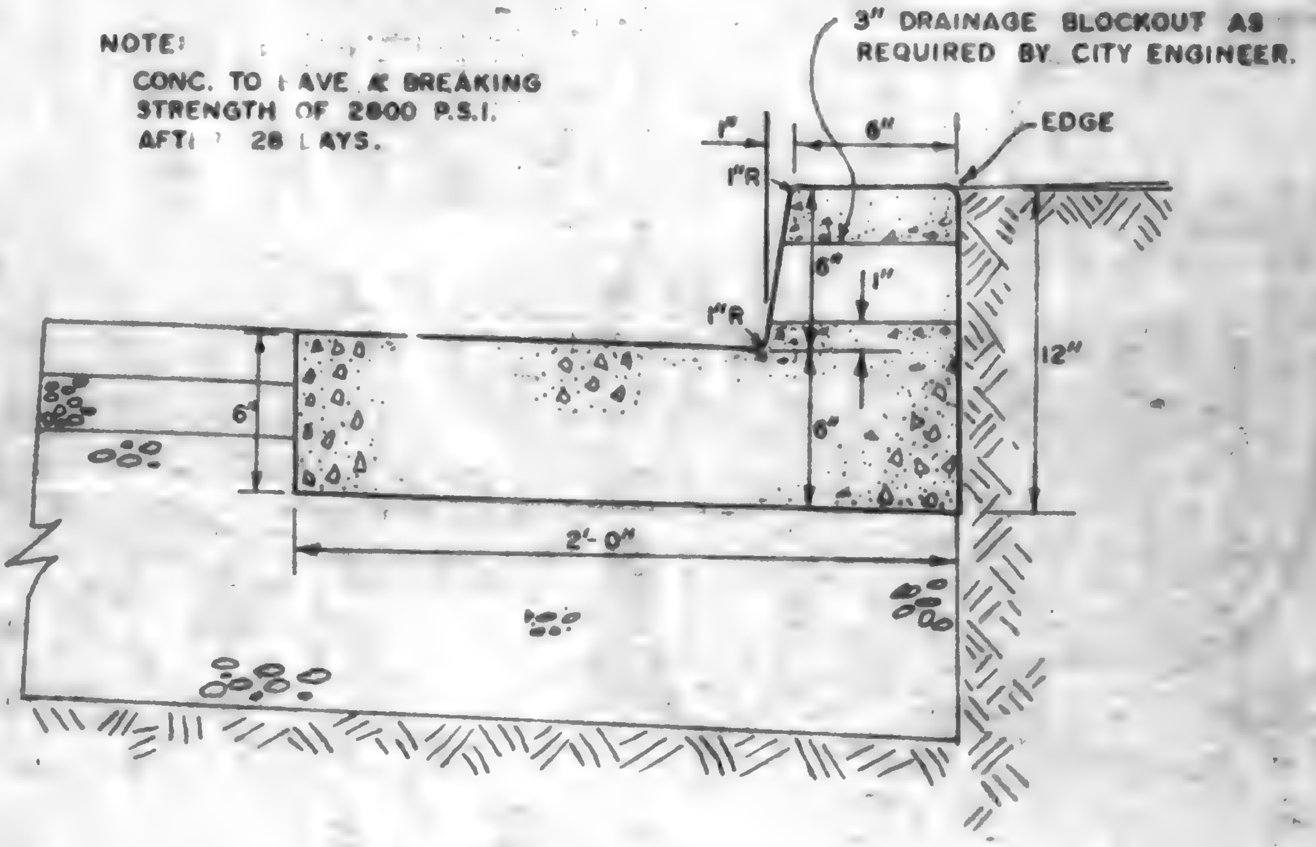
TRANSVERSE CONTRACTION JOINTS
1) SPACING TO BE NOT MORE THAN 10'.

STANDARD CURB (TYPE "A")

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 105	SCALE: 2" = 1'-0"

NOTE:

CONC. TO HAVE A BREAKING
STRENGTH OF 2800 P.S.I.
AFTER 28 DAYS.


3" DRAINAGE BLOCKOUT AS
REQUIRED BY CITY ENGINEER.
1"
6"
EDGE
1"R
6"
1"
1"R
12"
6"
6"
2'-0"

TRANSVERSE EXPANSION JOINTS

1) TO BE PROVIDED AT EACH POINT OF TANGENCY OF THE CURB AND AT OTHER LOCATIONS AS REQUIRED TO LIMIT THE SPACING TO A MAXIMUM OF 40'.

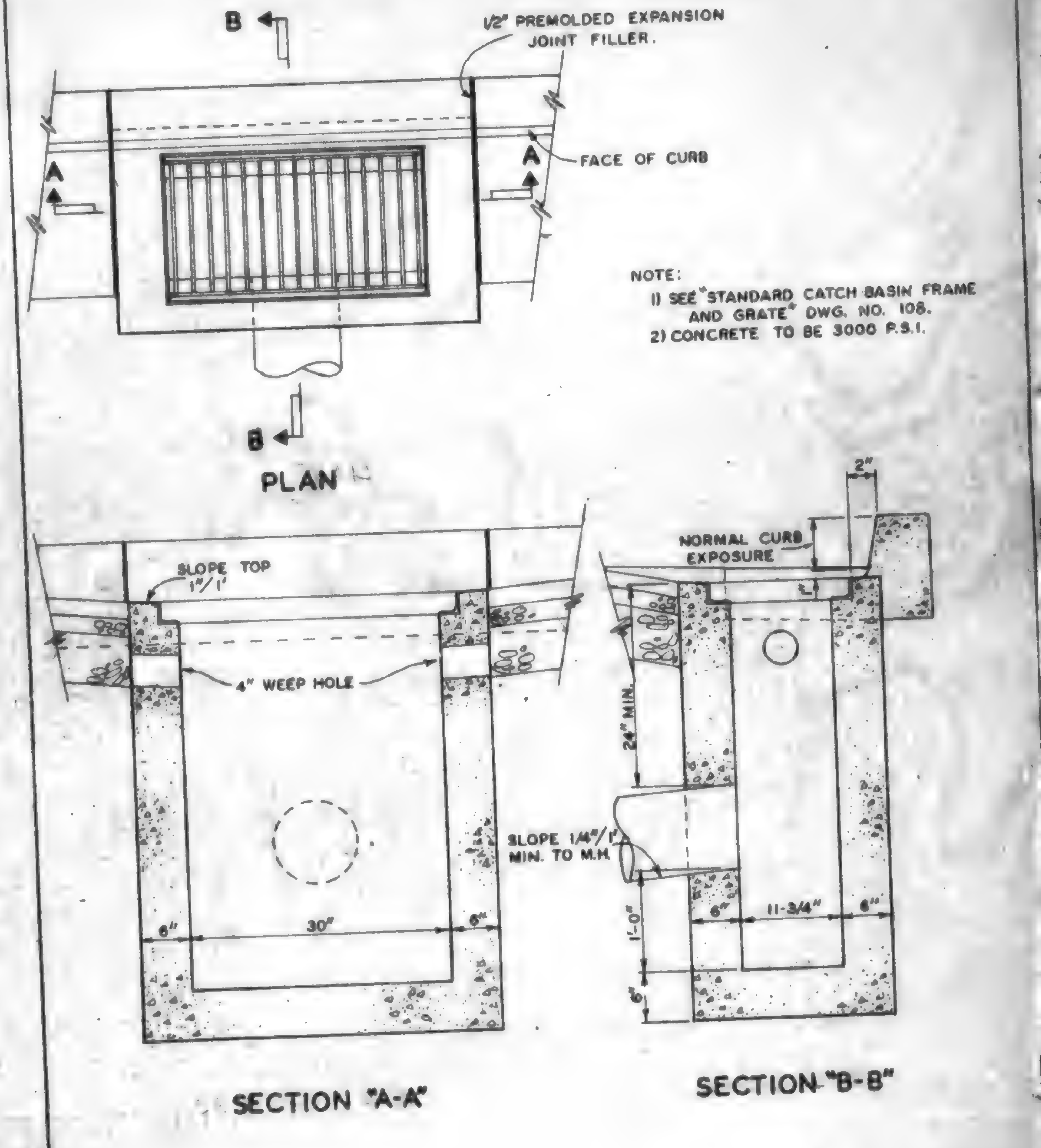
2) MATERIAL TO BE PRE-MOLDED NON-EXTRUDED MATERIAL WITH A MINIMUM THICKNESS OF 1/2".

TRANSVERSE CONTRACTION JOINTS

1) SPACING TO BE NOT MORE THAN 10' AND THE DEPTH OF THE JOINT SHALL BE AT LEAST ONE FOURTH OF THE CROSS SECTIONAL AREA.

STANDARD MONOLITHIC CURB & GUTTER

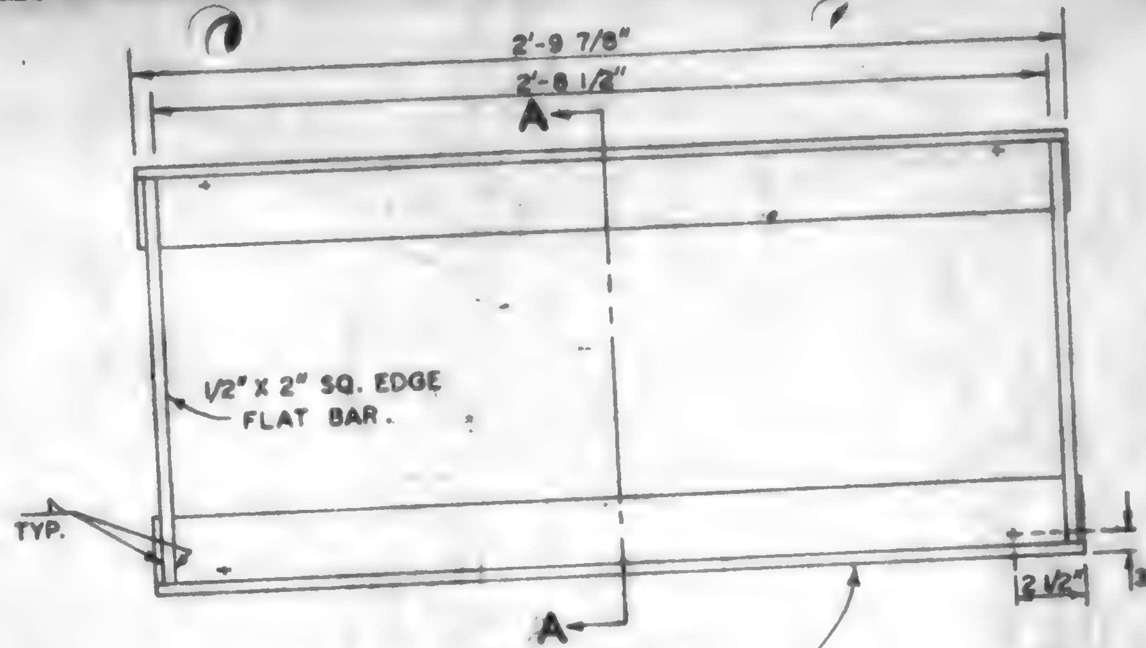
CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 106	SCALE: 1 1/2"=1'-0"


B
1/2" PREMOLDED EXPANSION JOINT FILLER.
FACE OF CURB
A
A
B
PLAN
2"
NORMAL CURB EXPOSURE
SLOPE TOP 1"/1'
4" WEEP HOLE
24" MIN.
SLOPE 1/4"/1' MIN. TO M.H.
6"
30"
6"
6"
11-3/4"
6"
1'-0"
6"
SECTION "A-A"
SECTION "B-B"

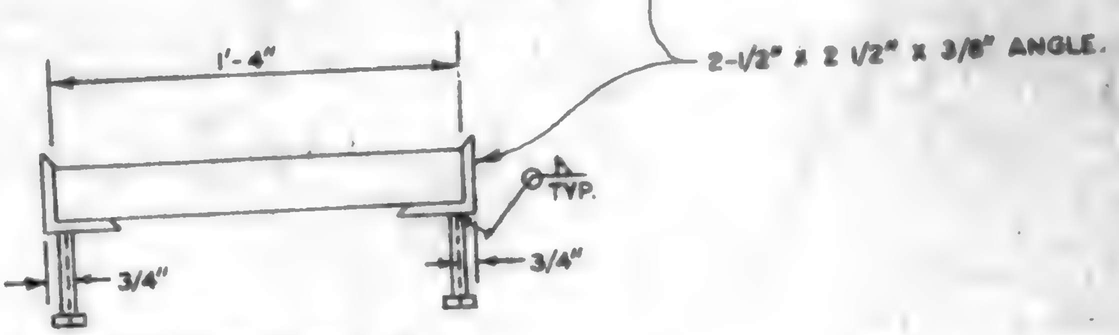
NOTE:
1) SEE "STANDARD CATCH BASIN FRAME AND GRATE" DWG. NO. 108.
2) CONCRETE TO BE 3000 P.S.I.

STANDARD CATCH BASIN

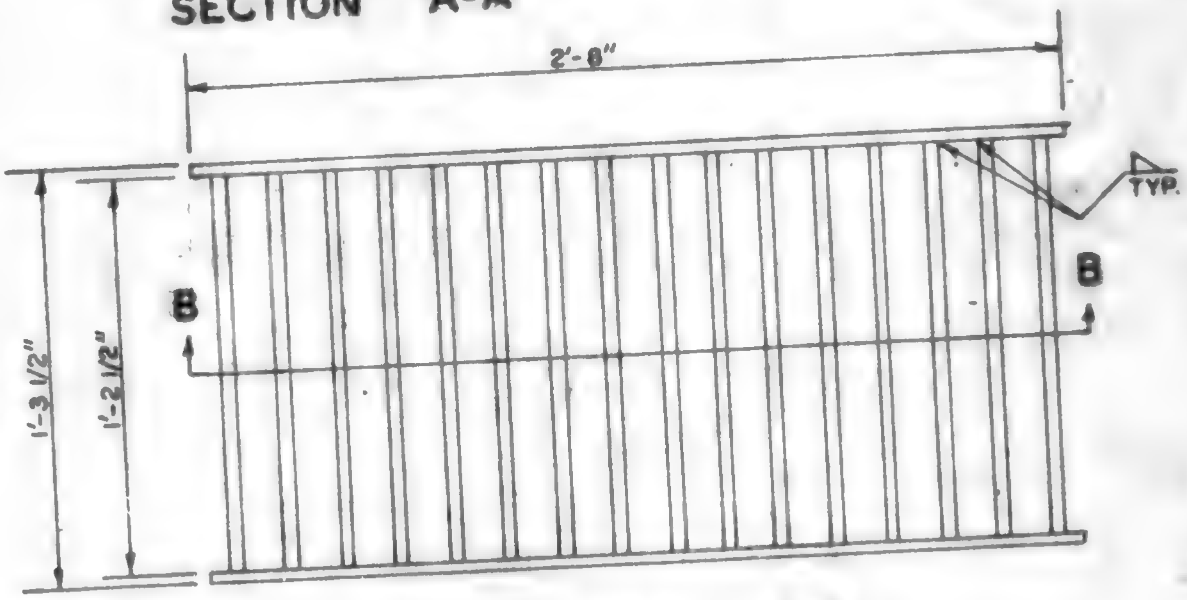
CITY OF BEAVERTON	Public Works Dept.	STANDARD PLAN NO. 107	SCALE: 3/4" = 1'-0


2'-9 7/8"
2'-8 1/2"
A
1/2" x 2" SQ. EDGE FLAT BAR.
TYP.
A
2 1/2"
3/4"

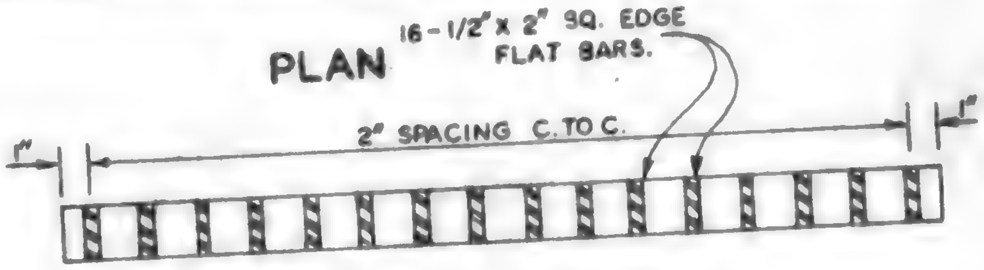
PLAN


1'-4"
2-1/2" x 2 1/2" x 3/8" ANGLE.
TYP.
3/4"
3/4"

SECTION "A-A"


2'-8"
TYP.
B
B
1'-3 1/2"
1'-2 1/2"

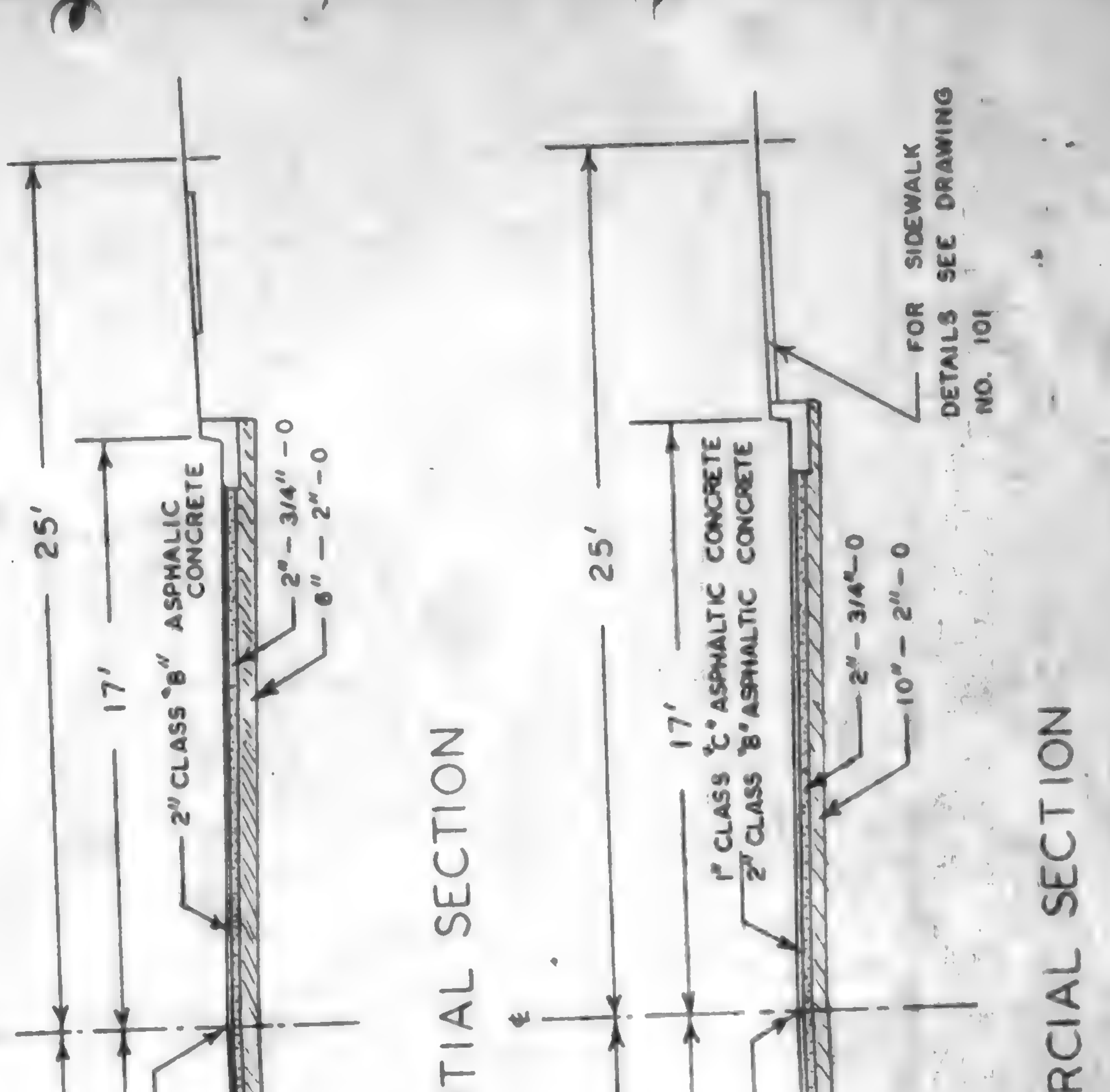
PLAN


16-1/2" x 2" SQ. EDGE FLAT BARS.
1"
2" SPACING C. TO C.
1"

SECTION "B-B"

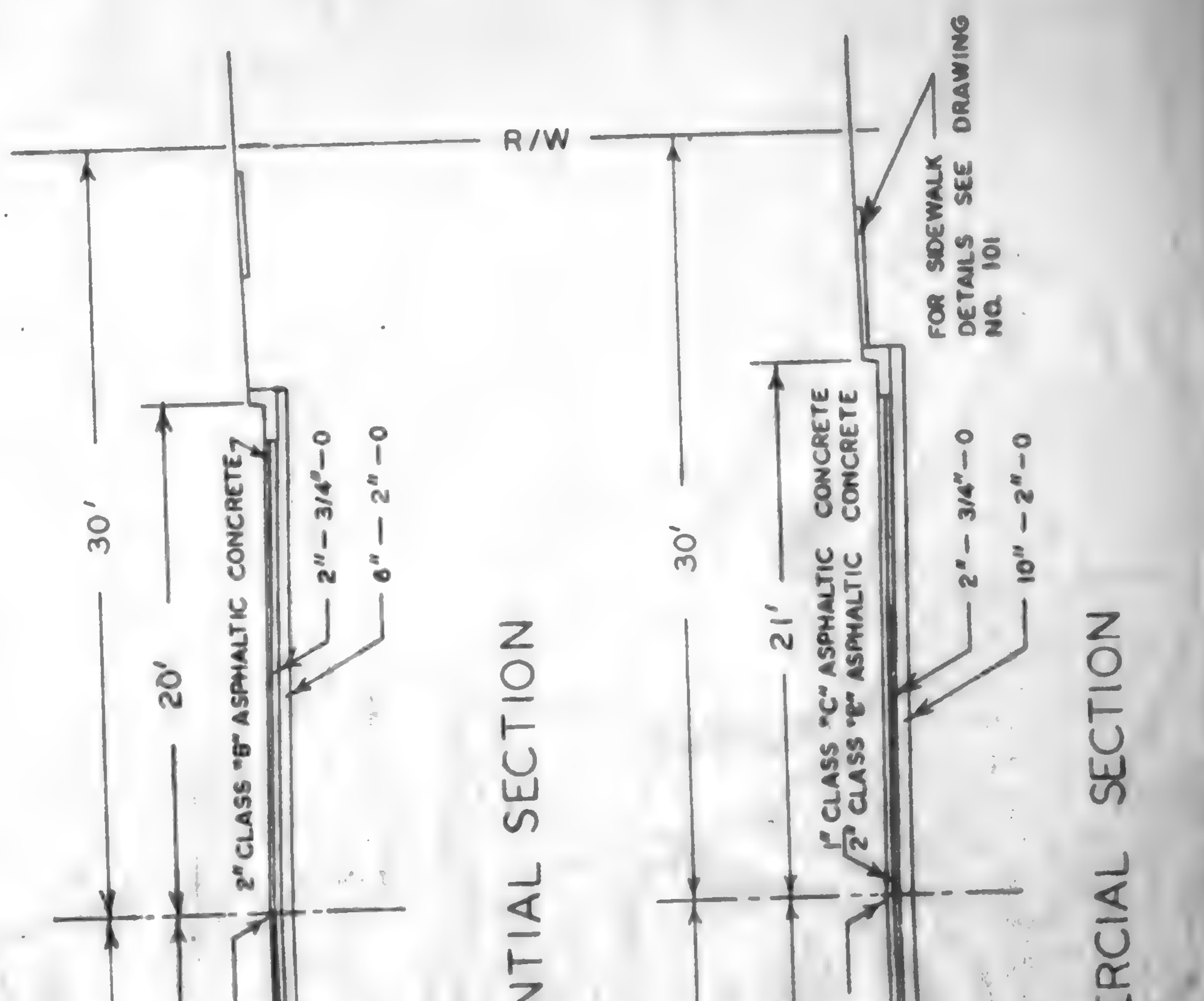
STANDARD CATCH BASIN FRAME & COVER

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 108	SCALE: NONE


RESIDENTIAL SECTION
25'
25'
17'
17'
3'
4'
1'
4"
2" CLASS "B" ASPHALIC CONCRETE
2" - 3/4" - 0
8" - 2" - 0
6" CROWN
℄
COMMERCIAL SECTION
25'
25'
17'
17'
6'6"
1'6"
1" CLASS 'C' ASPHALTIC CONCRETE
2" CLASS 'B' ASPHALTIC CONCRETE
2" - 3/4" - 0
10" - 2" - 0
6" CROWN
℄
FOR SIDEWALK DETAILS SEE DRAWING NO. 101
FOR CURB DETAILS SEE DRAWING NO. 106

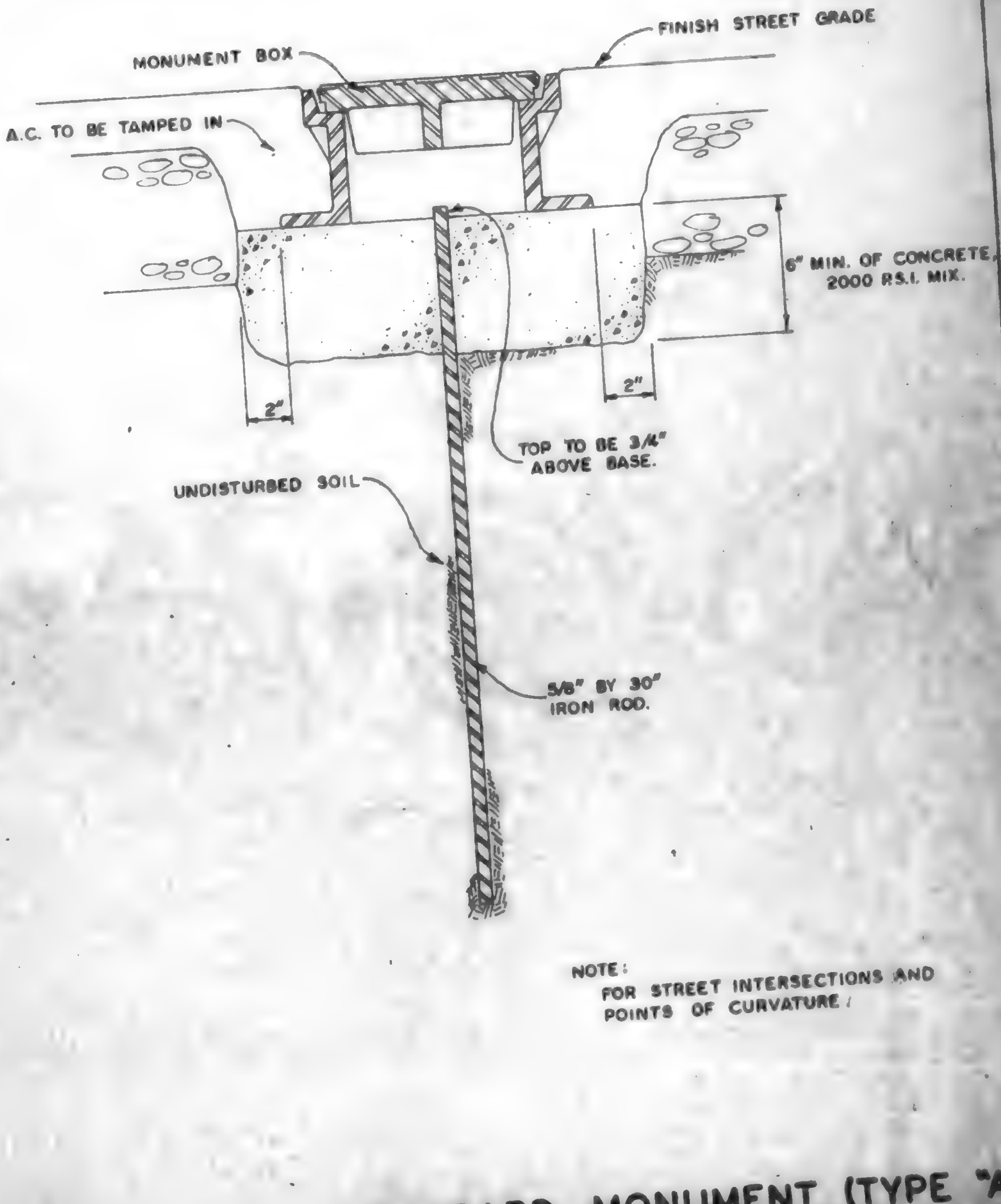
STANDARD STREET CROSS-SECTION (50' R W)

CITY OF BEAVERTON	Public Works Dept.	STANDARD PLAN NO. 109	SCALE: 1/8" = 1'-0


R/W
30'
20'
2" CLASS "B" ASPHALTIC CONCRETE
2" – 3/4" – 0
6" – 2" – 0
6" CROWN
20'
30'
5'
4'
1'
4"
R/W
RESIDENTIAL SECTION
FOR SIDEWALK DETAILS SEE DRAWING NO. 101
30'
21'
1" CLASS "C" ASPHALTIC CONCRETE
2" CLASS "B" ASPHALTIC CONCRETE
2" – 3/4" – 0
10" – 2" – 0
6" CROWN
21'
30'
6'
3'
FOR CURB DETAILS SEE DRAWING NO. 106
COMMERCIAL SECTION

STANDARD STREET CROSS-SECTION (60' R W)

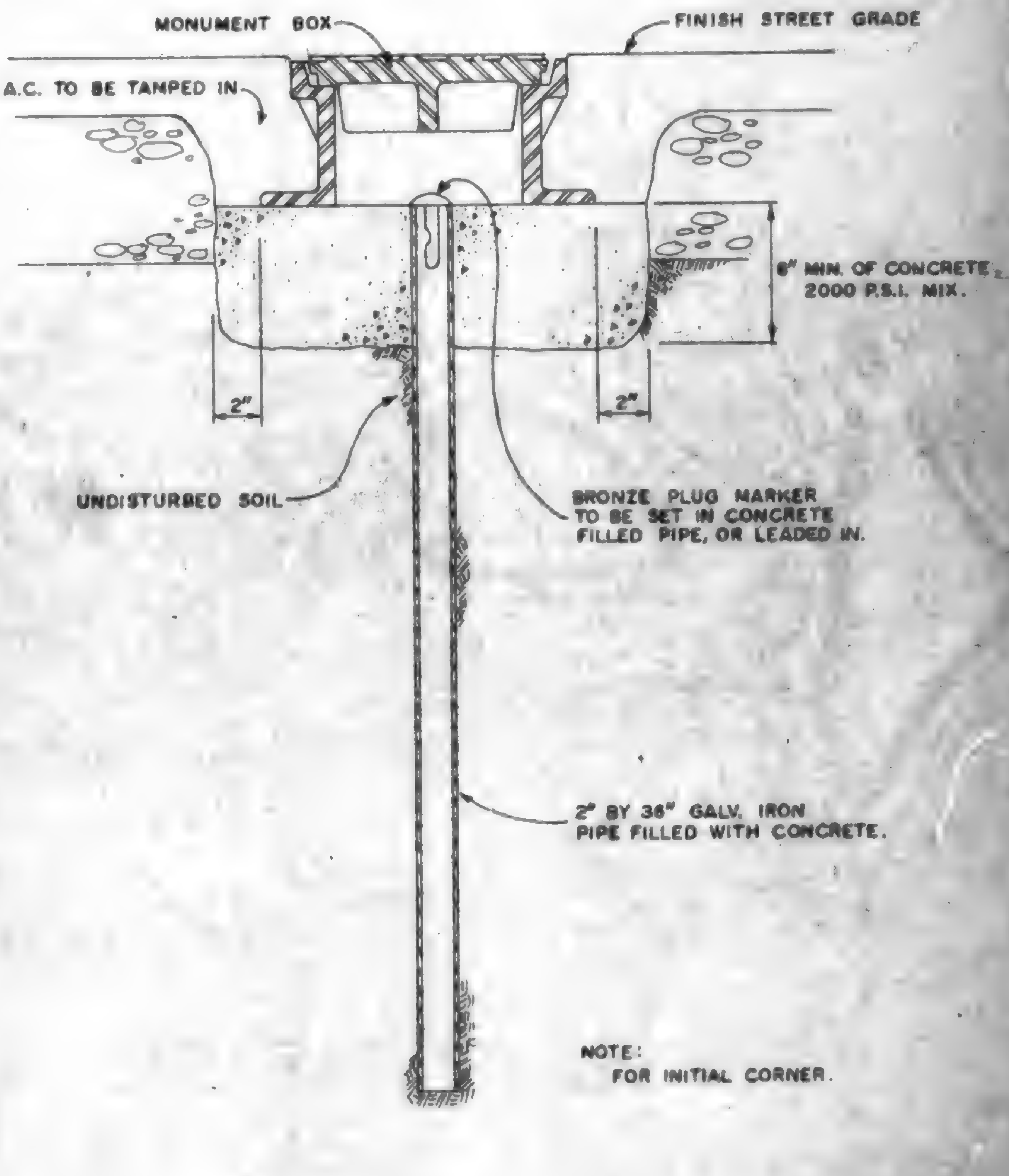
CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 110	SCALE: 1/8" = 1'-0"


FINISH STREET GRADE
MONUMENT BOX
A.C. TO BE TAMPED IN
6" MIN. OF CONCRETE, 2000 P.S.I. MIX.
2"
2"
TOP TO BE 3/4" ABOVE BASE.
UNDISTURBED SOIL
5/8" BY 30" IRON ROD.

NOTE:
FOR STREET INTERSECTIONS AND POINTS OF CURVATURE.

STANDARD MONUMENT (TYPE "A")

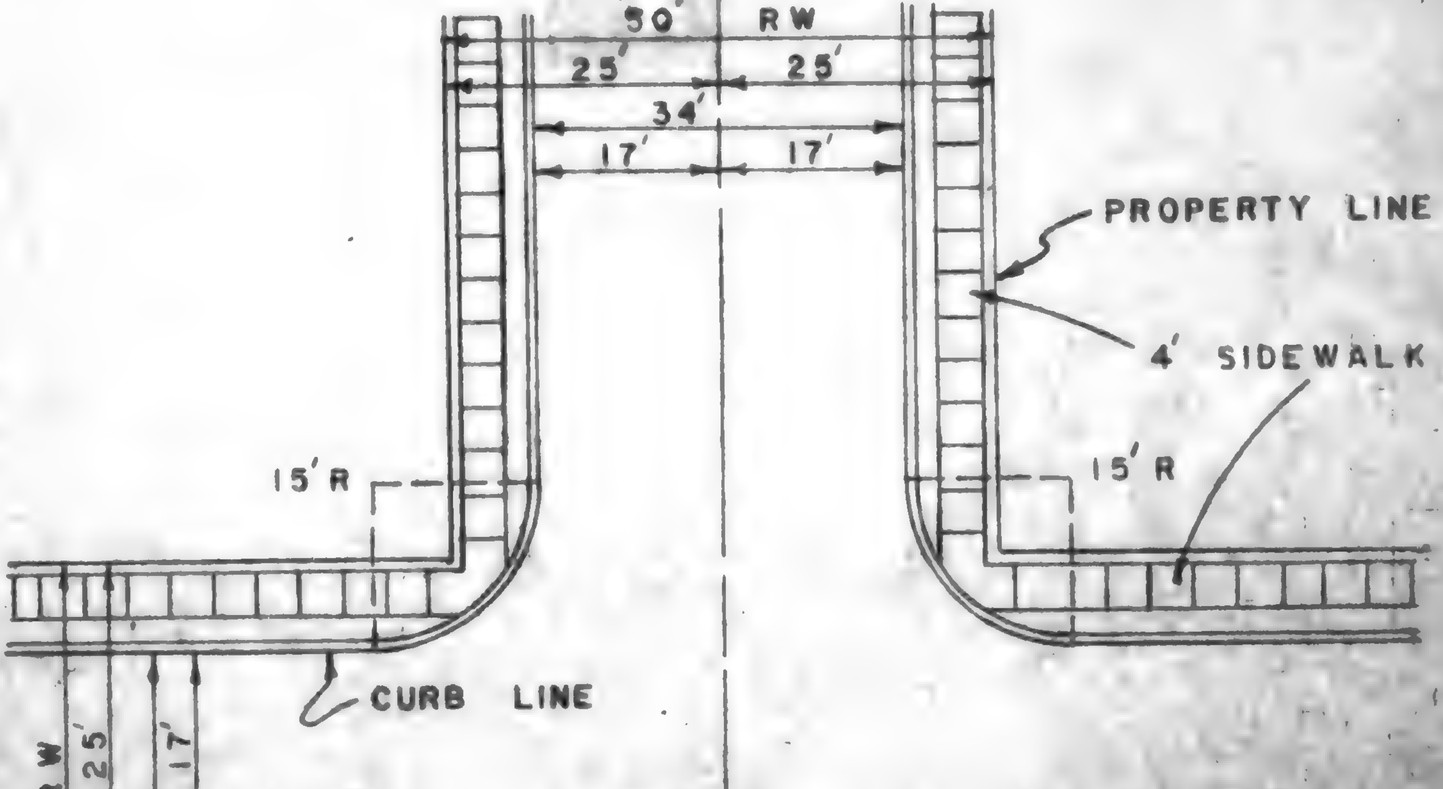
CITY OF BEAVERTON	Public Works Dept.	STANDARD PLAN NO. 111	SCALE: NONE


MONUMENT BOX
FINISH STREET GRADE
A.C. TO BE TAMPED IN
6" MIN. OF CONCRETE, 2000 P.S.I. MIX.
2"
2"
UNDISTURBED SOIL
BRONZE PLUG MARKER TO BE SET IN CONCRETE FILLED PIPE, OR LEADED IN.
2" BY 36" GALV. IRON PIPE FILLED WITH CONCRETE.

NOTE:
FOR INITIAL CORNER.

STANDARD MONUMENT (TYPE "B")

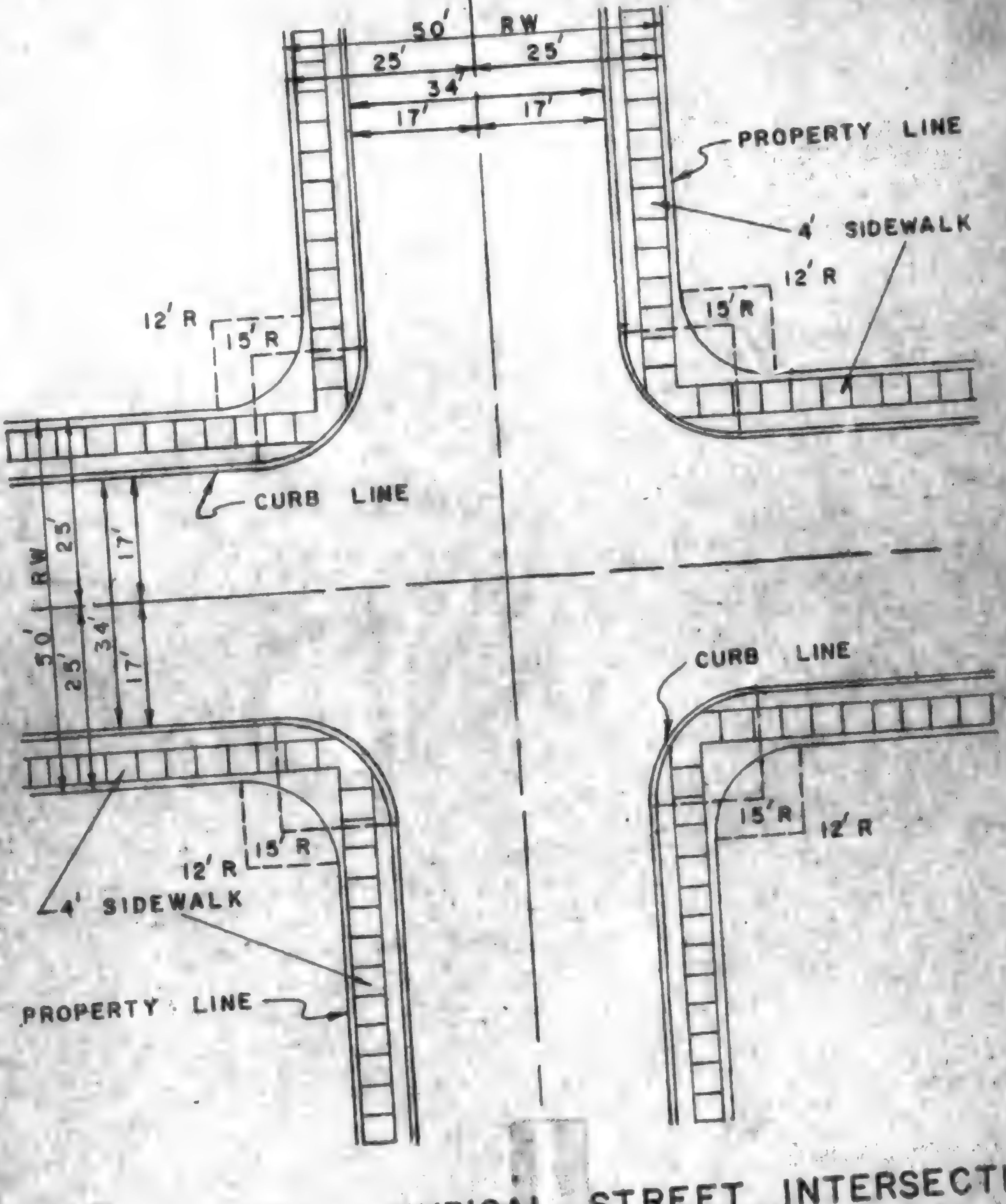
CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 112	SCALE: NONE


50' RW
25'
25'
34'
17'
17'
PROPERTY LINE
4' SIDEWALK
15' R
15' R
CURB LINE
RW
50'
25'
25'
34'
17'
17'
CURB LINE
15' R
15' R
4' SIDEWALK
PROPERTY LINE

TYPICAL STREET INTERSECTION

WITHOUT PROPERTY RADIUS

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 113	SCALE: 1" = 20'


50' RW
25'
25'
34'
17'
17'
PROPERTY LINE
4' SIDEWALK
12' R
15' R
12' R
15' R
CURB LINE
50' RW
25'
25'
34'
17'
17'
CURB LINE
15' R
12' R
15' R
12' R
4' SIDEWALK
PROPERTY LINE

TYPICAL STREET INTERSECTION

WITH PROPERTY RADIUS

CITY OF BEAVERTON	*Public Works Dept.*	STANDARD PLAN NO. 114	SCALE: 1"=20'

T-5025(8) S.W. Erickson Ave.-S.W. Main 1971
Ave. (Beaverton) Sec.
#7656 (Grading & paving)

C & A 4232 — 6-25-71

FILE

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*83423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF BEAVERTON
CITY HALL
BEAVERTON, OREGON 97005

Attention of Mr. Lawrence R. Sprecher
CITY MANAGER

Request No. (assigned by staff engineer or head of division) cc 1405

Date July 5, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5025(8)
SW Erickson Ave-SW Main Ave. Section
SW 6th Street
City of Beaverton

Covered by agreement dated 4/12/71

Itemized Statement: CLR-DT FILE #502508 Advance Deposit $6,520.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$6,520.00	
		Amount previously transferred	5,520.00	
		Balance of advance deposit		$1,000.00
		City costs per attached sheet	5,698.55	
		Less amount previously transferred	5,520.00	178.55
		TO BE REFUNDED TO CITY		$ 821.45

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 6,520.00

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 5,520.00

Give the number of the last previous request in connection with this same service. cc 1317

Credit distribution: 34-0601-299

Submitted by: Gary E. Zehner, Urban Program Engineer

Approved: Division Engineer

Approved: Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

ORBGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 7/5/74

CITY BEAVERTON **Contract No.** 7656 **Date Completed** 10/16/72

PROJECT #T-5025(8) **Section** SW Erickson Ave-SW Main Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$ 873.26
Payments to Contractor	24,641.87
SFO #1 Seeding & Mulching	193.46
Construction Engineering	3,043.98
TOTAL PROJECT COST	$28,752.57
Federal Funds Collected	17,922.92
BALANCE	$10,829.65
Items in which FHWA did not participate:	
Construction Engineering in excess of 10%	561.11
SFO #1 Seeding & Mulching	1.83
Interest paid to Contractor	4.51
	$ 567.45
Amount to be shared by City & State	$10,262.20
City share per agreement dated 4/12/71:	
50% of 10,262.20	$ 5,131.10
100% of Non-participating items	567.45
	$ 5,698.55
City's advance deposit - 10/13/71	$ 6,520.00
BALANCE TO BE REFUNDED TO CITY	$ 821.45

Reference: Billing Form cc 1405

Finished F.A. Projects

Sent 6/2
74

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date P
23-109(1) ✓	7666	523-1026	Malneur River (malheur Butte) Bridge	$ 83,218.85	6-24-7
5-1(74)42	7599	615-1046	S. Gold Hill Interchange	215,284.71	6-24-7
5-3(10)121	P.E.	Various	Oakland Jct. - Shady Section	315,418.52	6-24-7
5-4(34)193	P.E.	Various	Linn County Line - Judkins Point	155,009.98	6-24-7
80N-2(8)38	P.E.	Various	Bonneville - Hood River Section	993,810.96	6-24-7
80N-2(48)48	7319	614-1077	Fountain Slide Correction	1,743,389.16	6-24-7
80N-3(8)61	P.E.	Various	Hood River - Shogren Section	92,731.04	6-24-7
T-5008(1) x	P.E.	20-0605	Cottage Grove Topics Plan	3,158.39	6-24-7
T-5015(1) +	P.E.	18-0602	Klammath Falls Topics Plan	9,064.25	6-24-7
T-5021(1) +	P.E.	21-0601	City of Newport (Urban) Topics Plan	1,102.86	6-24-7
T-5025(8) +	7656	34-0601	Erickson Ave - Main Ave (Beaverton)	17,922.72	6-24-7
T-5030(1) +	P.E.	24-0603	Woodburn Topics Plan	3,869.56	6-24-7
HPR-1(9)	HPR	Various	Statewide Planning Survey	1,613,455.00	6-24-7

RECEIVED
COUNTY & CITY SECTION
JUN 28 1974
☑ ENGR. ☑ COOR. ☐ LE ☐ LE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Gary

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

5-19-73

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

Final Voucher

DO.O. VOUCHER NO.
BEAVERTON

VOUCHER NO.

SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, Oregon 97310

FEDERAL AID PROJECT NO.
T-[illegible]

STATE
Oregon

VOUCHER PERIOD: FROM 9-11-71 TO 5-19-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$20,792.57	$20,165.12	83.59%	$17,322.92	$17,322.92	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V.E. Stone, Fiscal Officer, [illegible]

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SW Erickson Ave. - SW Main Ave. (Beaverton) Section					
	Washington County					
	Preliminary Engineering					
	Type Code P. E.					
	Preliminary Engineering	All Required			$ 873.26	
	Total Preliminary Engineering Cost				873.26	
	Construction					
	Type Code 6201					
	Roadway (Erickson Ave. - Main Ave.) Contr. #7656				4.51	
	Final Contract Payment Summary	Lump Sum			$24,637.36	[illegible]
SFO#	1 Seeding & Mulching	All Required			191.63	
	Total Construction Cost				$24,828.99	
	Construction Engineering				561	
	State	All Required			$ 2,482.87	3043.98
	Total Participating Cost				$28,185.12	
	Nonparticipating Items					
	Construction Engineering	All Required			$ 561.11	
SFO#	1 Seeding & Mulching	All Required			1.83	
	Interest paid to Contractorq	All Required			4.51	
	Total Nonparticipating Cost				$ 567.45	
	Total Cost				$28,752.57	

AMOUNT CARRIED FORWARD......

GPO 914-021

(6-71)

STATE COPY

76516

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads
cst

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-7-73

cc: OSHD (A E Johnson)
Region
Wash DC
~~Area Engr Bryant~~

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 5-7-73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. T-5025(8)
COMPLETION DATE 10-16-72	ACCEPTANCE DATE BY CONTRACT AGENCY 12-15-72	TIME ELAPSED 98 %	CONTRACT TIME 150 cal. days
APPROVED EXTENSIONS None	LOCATION 6th St. from S. W. Erickson Ave. to S. W. Main Ave. in the City of Beaverton		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. ERICKSON AVE.-S. W. MAIN (BEAVERTON SECTION)
6TH STREET
Grading and Paving

This project provided for grading and construction of full-depth asphaltic concrete pavement with concrete curbs, walks, and driveways. This project replaced two right-angle intersections with a 30 degree curve with a pair of reversing curves that enhanced the traffic flow. This is the only through connector street in this portion of the City.

All physical work was satisfactorily completed on October 16, 1972 at which time 147 chargeable days had elapsed out of a 150 calendar workday contract time limit.

The final cost of the original contract items was $25,042.02 which is an underrun of 8.2%. The total cost of the project including engineering and contingencies was $27,800 which is an underrun of 13.4%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

COPY SENT
NOTED
H.S.COULTER
MAY 10 1973
REGIONAL OFFICE

5-11-73
cy Constr.
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P.E. O'Neil		SIGNATURE GLGreen	
TITLE P. E. O'Neil for W. E. Bryant	DATE 5-7-73	TITLE G. L. Green	DATE 5-10-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7656

April 27, 1973

TO
G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. T-5025(8)

FROM
L. H. Young
Office Engineer

SUBJECT
Request Federal-aid Project Acceptance

Contract 7656, Work Completed October 16, 1972

Project SW Erickson Ave.-SW Main Ave. (Beaverton)

Highway SW 6th Street

County Washington

Acceptance: State Highway Commission December 15, 1972

Federal Highway Administration October 30, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

Attach.

JK:dg

cc V. E. Skoog

1972-
THE YEAR OF
ACTION

SERVICE INTEGRITY PROTECTION
THE MEANING OF RELIANCE

UNITED PACIFIC/RELIANCE INSURANCE COMPANIES

728 ST. HELENS AVENUE • TACOMA, WASHINGTON 98402 • AC 206 — 383-1481

March 16, 1973

7656

Power Renta, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Mr. Irwin Schimmel
President

Dear Mr. Schimmel: Al Kalkhoven
Contract #7656

We are in receipt of a copy of a letter directed to you by the Oregon State Highway Department under date of March 14th referring to what appears to be a claim by your organization against the above referenced project.

We have conferred with our principal, Al Kalkhoven, and enclose a copy of his reply advising that none of your equipment was furnished on the above project. Consquently, United Pacific Insurance Company would not be in a position to recognize any claim you believe you may have against the above project absent direct evidence to establish such a claim.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

William E. Cain
Bond Claim Department

jc

cc: Oregon State Highway Division ✓

NOTED ON CARD
3-22-73
Jlen

RECEIVED
MAR 20 1973
STATE HIGHWAY COMMISSION

NOTED
R. M. GRAHAM

NOTED
C. W. HEAD

P

AL KALKHOVEN
17660 S. W. OAK
BEAVERTON, OREGON 97005
PHONE 649-2167

January 4, 1973

William E. Cain
United Pacific Insurance Co.
P.O.Box 1216
Tacoma, Wn. 98401

Re: Contract 7656

Dear Mr. Cain:

I am in receipt of your letter of Dec. 19 regarding claim of Power Rents, Inc. which has apparently crossed in the mail with my letter of December 27 regarding same.

Equipment furnished by Power Rents was not used on this project and they have no claim.

I know of no other unpaid accounts on this project.

Yours very truly,

AL KALKHOVEN

AK:sj

NOTED ON CARD
3-22-73

R
MAR 26 1973
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 0 8 1973

P

AL KALKHOVEN
17660 S. W. OAK
BEAVERTON, OREGON 97005
PHONE 649-2167

December 27, 1972

William E. Cain
United Pacific Insurance Co.
P.O.Box 1216
Tacoma, Wash. 98401

Re: O.S.H.D. Contract No. 7656

Dear Mr. Cain:

I have received a copy of a letter dated December 15, 1972 from Power Rents, Inc., 10380 Cascade Avenue, Tigard, Oregon 97223addressed to Mr. Cecil Head, Secretary of the Oregon State Highway Commission, wherein Power Rents, Inc. is filing notice of a claim against the above project.

Power Rents, Inc. is in error. Equipment rented from Power Rents, Inc. was never used on this project, and they have no claim against the bond furnished on this contract.

Yours very truly,

AL KALKHOVEN

Al Kalkhoven

AK:sj

NOTED ON CARD
3-22-73

RECEIVED
MAR 2 1973
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 03 1973
H.Q. CL

S

7656

March 14, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention Irwin Shimmel
President

- orig. in #7742

Gentlemen

This is in reply to your recent letter concerning the status of your claims which have been filed with the Secretary of State against Al Kalkhoven on State Highway Contract Nos. 7742, 7656 and 7683.

All of these claims have been filed within six months after acceptance by the Highway Commission or prior to completion of the contract.

These contracts are covered by a 100 percent bond which assures the State of completion of the contract and also for the payment of all bills for labor and materials used.

For your information we are attaching a copy of Excerpts from Oregon Revised Statutes relating to Public Contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.536 on Page 3 of the excerpts.

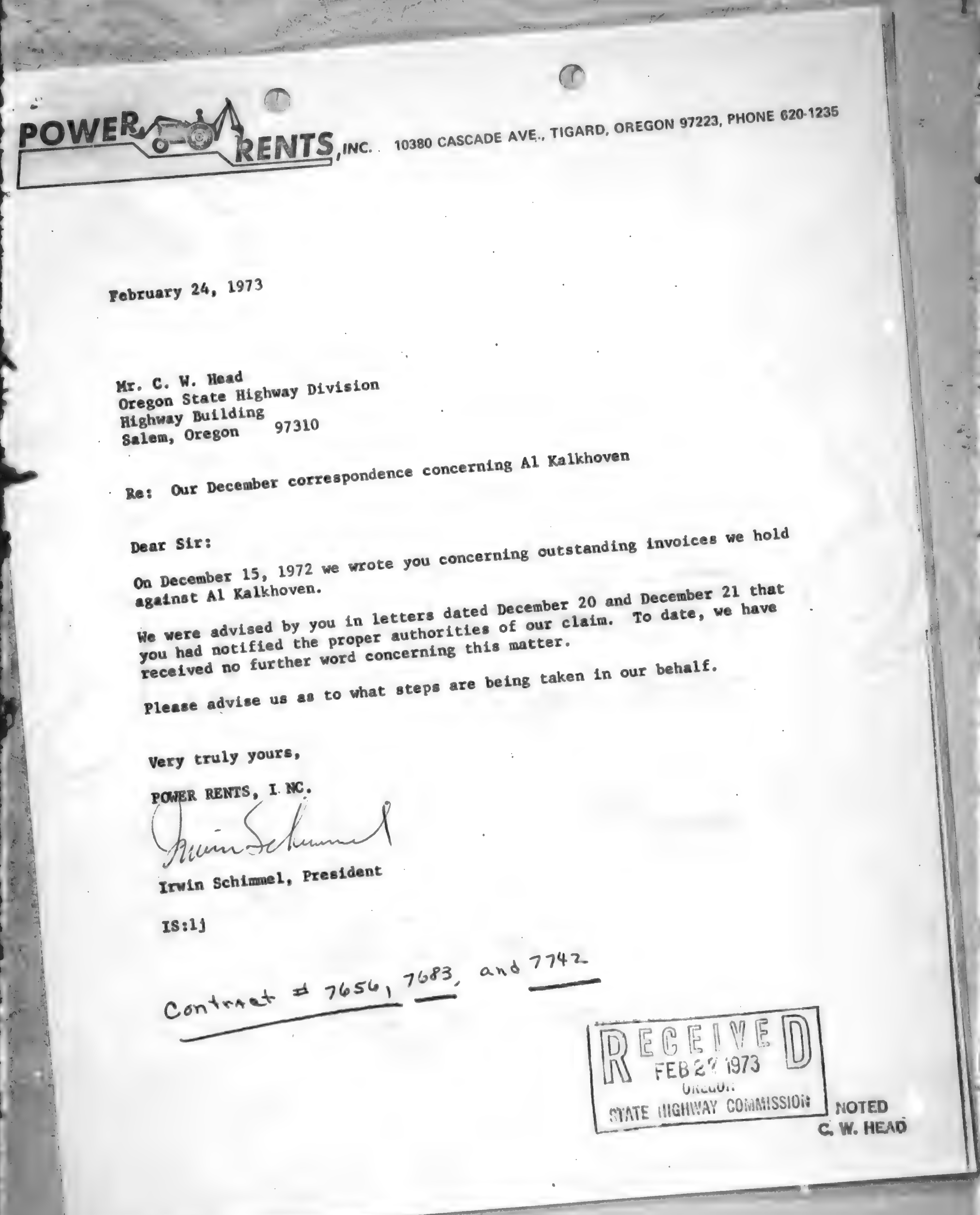
In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same.

We are forwarding a copy of your letter to the three sureties on these contracts so that they will be aware that your claims are still unpaid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ka
cc Reliance Insurance Company
United Pacific Ins. Co.
General Ins. Co. of America
Schrader Construction Co., Inc.
Al Kalkhoven
W. R. Grasle Company



POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

February 24, 1973

Mr. C. W. Head
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Our December correspondence concerning Al Kalkhoven

Dear Sir:

On December 15, 1972 we wrote you concerning outstanding invoices we hold against Al Kalkhoven.

We were advised by you in letters dated December 20 and December 21 that you had notified the proper authorities of our claim. To date, we have received no further word concerning this matter.

Please advise us as to what steps are being taken in our behalf.

Very truly yours,

POWER RENTS, I NC.

Irwin Schimmel

Irwin Schimmel, President

IS:lj

Contract # 7656, 7683, and 7742

RECEIVED
FEB 27 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

s

RECEIVED
DEC 29 1972
FOR FILING

7656

December 28, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On December 19, 1972, we wrote to you concerning release of final payment on Contract No. 7656 awarded to Al Kalkhoven for work on the S.W. Erickson Avenue-S.W. Main Avenue Section in Beaverton on S. W. 6th Street in Washington County.

Final payment on this contract is $1,229.17 and the total contract amount is $24,637.36 including $42.54 for work performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

G. T. Keasey
Walt Hart
V. E. Shoog Attn: W. L. Messner
L. W. Bullion

FILED
DEC 22 1972
CLAY MYERS
SECRETARY OF STATE

Claim
4747

RECEIVED
15 AM '72
RS
STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7656

December 21, 1972

Power Rents, Inc.
10300 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

NOTED ON CARD
12-27-72 Ks

Gentlemen:

This is in reply to your letter of December 15, 1972, with attached purchase orders, informing us that Al Kalkhoven owes you $1,023.46 for equipment rental.

This appears to be in connection with the Al Kalkhoven Contract No. 7656 for grading and paving on the S. W. Erickson Avenue-S. W. Main Avenue in Beaverton of S. W. 6th Street in Washington County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will notify them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm

cc Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Co.
Suite 600, 700 N.E. Multnomah
Portland, Oregon 97232

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

Dec. 15, 1972

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building

Re: Job 7656

Dear Mr. Head:

I would like to file a claim against Al Kalkhoven, 17660 S. W. Oak, Beaverton, Ore. 97005, for his refusal to pay off on a charge acct. in the amount of $1,023.46.

This equipment was charged on June 19,1972, and July 5th,25th,&26th. for Job 7656-S W Erickson Ave. and Main Ave Beaverton, Ore. We have received no payment at all.

The name of the bonding company is United Pacific Insurance Co. P.O. Box 1216, Tacoma, Wash.

We are a new company of only one year, and we cannot afford this type of delinquent bills without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours,

Irwin Schimmel

Irwin Schimmel
President

IS:td

RECEIVED
DEC 20 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 10 '72
OREGON
STATE HIGHWAY COMMISSION

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 3219

Name Al Kalkhoven
Tel No.
Address
Equip Used Location
TIME IN
DUE IN WITHOUT ADD'L CHARGE
DATE OUT 7/26
DRIVER'S LICENSE No.
CAR LICENSE No
EMPLOYED BY
OTHER IDENTIFICATION

ITEM RENTED	MIN RATE	HR.	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Inv. 2763 Progress Billing							775⁰⁰
350 Dozer							
7/5 to 8/5							

CHARGES	
DEPOSIT	
TOTAL RENT	775⁰⁰
MDSE.	
DEL. CGE	
CLEANING CGE.	
TOTAL	775⁰⁰
REFUND	

MATERIAL
DISCS ● c
POINTS ● c
SPADES ● c

HOUR METER
IN
OUT
TOTAL

MILEAGE
IN
OUT
TOTAL

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned th

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

Lessee Signature

A cleaning charge will be made on items returned unclean.

RECEIVED

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 2813

Tel. No.

Name Al Kalkhoven

Address

Equip Used Location

DUE IN WITHOUT ADD'L CHARGE

TIME IN

TIME OUT 6-19-72

EMPLOYED BY

DRIVER'S LICENSE No.

CAR LICENSE No

OTHER IDENTIFICATION

ITEM RENTED	MIN RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Remove & Install Track Adjuster	11.00						

CHARGES

DEPOSIT	
TOTAL ~~RENT~~	11.00
MDSE	
DEL CGE	
CLEANING CGE	
TOTAL	11.00
REFUND	

MATERIAL

DISCS ● c
POINTS ● c
SPADES ● c

HOUR METER

IN
OUT
TOTAL

MILEAGE

IN
OUT
TOTAL

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

WARNING Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

Lessee Signature

A cleaning charge will be made on items returned unclean.

contract 7656

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 2763

Name Al Kalkhoven Tel. No.

Address 184th & J-Street

Equip. Used Location Erickson Ave North of Allen Ave

DRIVER'S LICENSE No.	CAR LICENSE No.	DUE IN WITHOUT ADD'TL. CHARGE	TIME IN 15.0 JUL 26
OTHER IDENTIFICATION # 361		EMPLOYED. BY 7-5-72 9.00 AM	TIME OUT

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
350 Dozer	50.00	10.00					775.00
#362 - 20 Blade							

CHARGES

DEPOSIT	
TOTAL RENT	
MDSE Fuel	2.46
DEL. CGE	15.00
CLEANING CGE.	
TOTAL	17.46
REFUND	

MATERIAL

DISCS @ ....c 233.2
POINTS @ ....c 187.6
SPADES @ c

HOUR METER

IN 314.9
OUT 302.9
TOTAL

MILEAGE

IN 8202.2
OUT 8203.6
TOTAL

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

Lessee Signature

A cleaning charge will be made on items returned unclean.

7654

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 2759

Name AL Kalkhoven
Tel. No.

Address

Equip. Used Location

DRIVER'S LICENSE No.

CAR LICENSE No

DUE IN WITHOUT ADD'TL CHARGE

TIME IN 9.4 JUL 14

TIME OUT 7.6 JUL 5

EMPLOYED BY 7:30 A.M

OTHER IDENTIFICATION 205 W/C 7-5-72

ITEM RENTED	MIN RATE	HR.	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
5-yd Dump				25.00			
+ Mileage							
+ Fuel							

CHARGES

DEPOSIT	
TOTAL RENT	150.00
MDSE. Fuel	9.60
DEL. CGE	
CLEANING CGE.	
Mileage	60.40
TOTAL	220.00
REFUND	

MATERIAL

DISCS @ c
POINTS @ c
SPADES @ c

HOUR METER

IN
OUT
TOTAL

MILEAGE

IN 73690
OUT 73388
TOTAL 302

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

OPEN SUNDAYS

Lessee Signature John Kalkhoven

A cleaning charge will be made on items returned unclean.

RECEIVED
DEC [illegible] 1972

FOR FILING

7656

December 18, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7656 Work Completed 10-16-72

Project S. W. Erickson Ave.-S. W. Main Ave. (Beaverton)

Highway S.W. 6th Ave. County Washington

Type of Work Grading and Paving

Contractor Al Kolkhoven

Recommended Acceptance Date December 15, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:ed

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7656

5

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION S. W. Erickson Avenue-- S. W. Main Avenue (Beaverton)	WEEK ENDING November 10, 1972	SECTION PREFIX 34-0601
HIGHWAY S. W. 6th Street	COUNTY Washington	
NAME OF JOB S. W. Erickson Ave.--S. W. Main Ave.	KIND OF WORK Grading and Paving	
CONTRACTOR Al Kalkhoven	CONTRACT NUMBER 7656	FEDERAL AID PROJECT NUMBER T-5025(8)
DATE OF CONTRACT October 13, 1971	DATE WORK STARTED July 17, 1972	ESTIMATED COMPLETION DATE June 22, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR/work DAYS 150	WORK DAYS USED CALENDAR/work DAYS USED 149
PROJECT AUTHORIZATION: $ 32,097.79	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 99
EXCLUSIVE OF ENGINEERING: $ 29,294.49	ENGINEERING AUTHORIZATION $ 2,803.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,195.42	ENGINEERING COST TO DATE $ 2,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED PERCENT: UNDERRUN 14 %	PERCENT OF AUTHORIZATION 96 %	DATE PROJECT WAS COMPLETED: October 16, 1972

Semi-final estimate submitted Nov. 10, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	N/A	100	N/A	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.08				0.08
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.08				0.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)	820				1,340
TOTAL QUANTITIES CORRECTED TO DATE	550				1,198
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	550				1,198
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Showers			
MONDAY 6	"			
TUESDAY 7	"			
WEDNESDAY 8	"			
THURSDAY 9	"			
FRIDAY 3	Showers			
SATURDAY 4	"			

RECEIVED
NOV 13 1972
CONSTRUCTION
SECTION

Keusey
Bond
Walker
Johnsen
Pease
Olsen
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 3	
SATURDAY 4	

REMARKS

Seeding and Mulching completed Thursday this week by State Forces.
Third Notification and semi-final estimate submitted this week.

SIGNED ______ LOCATION Tigard 97223

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

5

RECEIVED

FOR FILING

4728

FILED
NOV -6 1972
CLAY MYERS
SECRETARY OF STATE

**OREGON STATE
HIGHWAY DIVISION**

7656

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1972

Dale's Sand and Gravel Co., Inc.
18600 S. W. Pacific Highway
Sherwood, Oregon 97140

Attention: Everett H. Weber

NOTED ON CARD
10-8-72 ks

Gentlemen:

This is to acknowledge receipt of your letter of October 20, 1972, advising us that Al Kalkhoven owes you for furnishing and placing topsoil in the amount of $1,342.20.

This appears to be in reference to the Al Kalkhoven Contract No. 7656 for work on S. W. Erickson Avenue-S. W. Main Avenue in Beaverton on S. W. 6th Street in Washington County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc Mr. William E. Cain
United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Al Kalkhoven
17660 S.W. Oak
Beaverton, Oregon 97005

RECEIVED

bc Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

[illegible]LE'S SAND AND GRAVEL CO. I[illegible]

18600 S. W. Pacific Hwy.

Sherwood, Oregon 97140

639-7535

October 20, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Re: Contract No. 7656, S. W. Erickson Ave. -
S. W. Main Ave. (Beaverton) Section

Notice is hereby given that the undersigned, Dale's Sand & Gravel Co., Inc., has a claim for furnishing and placing topsoil in the sum of One Thousand Three Hundred Forty Two and 20/100 dollars ($1,342.20) against Al Kalkhoven and United Pacific Insurance Company, Surety, for labor and materials furnished on the above mentioned contract.

DALE'S SAND & GRAVEL COMPANY, INC.

E Weber

Everett M. Weber, Vice-President
& Secretary

cc: William E. Cain
United Pacific Insurance Co.
P.O. Box 1216
Tacoma, Washington 98401

Al Kalkhoven
17660 S. W. Oak St.
Beaverton, Oregon 97005

RECEIVED
NOV 1
OREGO..
STATE HIGHWAY COMMISSION

STATE COPY

10.30.72

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 765 / 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF INSPECTION 10/30/72	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. T-5025(8)
IN COMPANY WITH Al Harwood, Reg Constr Engr, OSHD.		TIME ELAPSED 98 %	WORK COMPLETED 100 %
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory		

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
NOV 07 1972
REGIONAL

Cy- Const. 11-8-72

S. W. ERICKSON AVENUE-S. W. MAIN (BEAVERTON SECTION)
SIXTH STREET
Grading and Paving

All physical work was satisfactorily completed on October 16, 1972 at a final contract price of $24,595.42 with no major overruns or underruns. At the contract completion date, 147 chargeable days had elapsed out of 150 calendar days contract time limit.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR

NOTED
A. E. JOHNSON

11-8-72
Johnson

RECEIVED

FOR FILING

RECEIVED
STATE HWY ENGR

NOV 7 '72

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION

7656

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 26, 1972

G. L. Green, Acting Division Engineer

TO ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. T-5025(8)

FROM

NOTED
A. E. JOHNSON

CM Contracts 11-8-72

L. H. Young
Programing Engineer

SUBJECT Request Contract Acceptance

Contract 7656, Work Completed October 16, 1972

Project S.W. Erickson Ave.-S.W. Main Ave. (Beaverton)

Highway S.W. 6th Street

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-30-72

Conditions not acceptable: None

for G. L. Green
Acting Division Engineer

cc: Tom Edwards ✓
L. H. Young

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110165

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1317		34-0601-2299

.City of Beaverton
.City Hall
.Beaverton, Oregon 97005
.

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Joseph F. Jackson, Engineer			$ 6,520.00
Advance Deposit			
Partial transfer of advance deposit for construction of the S.W. Erickson Ave. S.W. Main Ave. Section of S.W. 6th Street TOPICS Project. Contract # 7656			$ 5,520.00
Covered by agreement dated 4-12-72			$ 1,000.00
to be retained			

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-66)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Beaverton
City Hall
Beaverton, Oregon 97005

Attention of Mr. Joseph F. Jackson
Engineer

Request No. (assigned by staff engineer or head of division) cc 1317

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

T-5025(8)

Advance Deposit $ 6,520

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the S.W. Erickson Ave-S.W. Main Avenue Section of S.W. 6th Street TOPICS Project. Contract #7656.		5,520
		Covered by agreement dated 4/12/71.		$ 1,000
		TO BE RETAINED		

Credit distribution: 34-0601-299

If payer has made payment for this service, indicate the amount of payment. $

Submitted by: RICHARD BLADORN
Richard Bladorn

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ $6,520

Is this a partial or final request for billing? Partial

Approved:
Division Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
Department Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Form A-106 (Rev. 6-70)

STATE COPY G-1 F

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7656

Order No. 1

Date August 21, 1972

Section S. W. Erickson Avenue--S. W. Main Avenue

F.A.P. No. T-5025(8)

Highway S. W. 6th Street (Beaverton)

Prefix 34-0601

Account No. 224-01

County Washington

APPROVED EFFECTIVE DATE 9-11-72
Contingent upon modification of the [illegible] agreement if additional funds are required.
Vlach
[illegible] Engineer
9-27-72
FEDERAL HIGHWAY ADMINISTRATION

Description of Work To Be Done:

~~[illegible]~~

Seed and mulch

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

$500.00 (Project Authorization Amount)

Explanation:

As per contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 32,097.79
Present estimate of project cost, including $ 500.00 for work under this order	$ 32,097.79
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: A.E. Johnson Construction Engineer
Asst. State Hwy

RECEIVED
SEP 26 1972
FOR FILING

7656

September 25, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Attention: Deane Clapperton
Assistant Controller

Gentlemen:

Thank you for your letter of September 9 advising us that you have received the following sums of money from Al Kalkhoven:

Contract No. 7551	$ 877.60
Contract No. 7655	170.00
Contract No. 7656	677.00
	$ 1,724.60

You state that the above payment clears your claim against the Al Kalkhoven Contract Nos. 7656 and 7655. You also mention that the payment of $877.60 on Contract No. 7551 reduces the amount to $6,394.95.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fm

cc Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Commissioners

NOTED ON CARD
9-25-72

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

September 9, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: State of Oregon contracts,
Nos. 7551, 7655, 7656

Gentlemen:

On September 8, 1972 we received the following sums of money from Al Kalkhoven:

Contract #7551	$877.60
Contract #7655	170.00
Contract #7656	677.00
	$1,724.60

This payment clears our claim against him on contracts #7655 and #7656 and reduces the amount owed by him on conract #7551 to $6,394.95.

Sincerely,

Deane Clapperton
Assistant Controller

CC: Al Kalkhoven
United Pacific Insurance Co.
Alex Christy

RECEIVED
SEP 11 1972
OREGON
STATE HIGHWAY COMMISSION

AL KALKHOVEN
17650 S. W. OAK
BEAVERTON, OREGON 97005

PHONE 649-2167
646-1026

September 6, 1972

Coral Corporation
P.O. Box 258
Gladstone, Oregon 97027

Attention: Robert D. Laam
Vice-President

Re: #7655
S. W. Allen Blvd. at
Western Avenue

Gentlemen:

Enclosed is my check No. 2210 in the amount of $170.00 to satisfy your claim on the above project.

Please advise the Oregon State Highway Commission that this claim has been paid.

Yours very truly,

AL KALKHOVEN

Al Kalkhoven

AK:sj

cc: United Pacific Insurance Co.
Robert L. Miller, Bond Claim Dept.

Kobin and Meyer (Mr. Meyer)

Oregon State Highway Commission
C. H. Head, Assistant Secretary

AL KALKHOVEN
17600 S. W. OAK
BEAVERTON, OREGON 97005

PHONE [illegible]
[illegible]

September 6, 1972

Ommal Corp.
P.O.Box 258
Gladstone, Oregon 97027

Attention: Robert D. Lacm
Vice-President

Re: #7656
S.W. Erickson,
S.W. Main Ave.

Gentlemen:

Enclosed is my check No. 2211 in the amount of $677.00 to satisfy your claim on the above project.

Please advise the Oregon State Highway Commission that this claim has been paid.

Yours very truly,

AL KALKHOVEN

AK:sj

cc: United Pacffic Insurance Co.
Robert L. Miller, Bond Claim Dept.

Kobin and Meyer (Mr. Meyer)

Oregon State Highway Commission
C. H. Head, Assistant Secretary

STATE [illegible]

RECEIVED
JUL 11 1972

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7656

Claim 4694

FILED
JUL 10 1972
CLAY MYERS
SECRETARY OF STATE

July 7, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

NOTED ON CARD
7-10-72 kl

Attention: Robert D. Laam
Vice-President

Gentlemen:

This is in reply to your letter of July 5 with attached Schedule A advising us that Al Kalkhoven owes you for signs and barricades in the amount of $677.

This appears to be in reference to the Al Kalkhoven Contract No. 7656 for work on the S.W. Erickson Avenue-S.W. Main Avenue Section in Beaverton on S. W. 6th Street in Washington County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
C. W. HEAD
By
C. W. Head, Assistant Secretary

RECEIVED
JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CWH:fkn
cc Al Kalkhoven
United Pacific Ins. Co.
Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

PHONE 656-0601
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

July 5, 1972

TO: Mr. Floyd Query, Secretary
Oregon State Highway Department
121 State Highway Building
Salem, Oregon 97310

Re: #7656
S. W. Erickson Avenue -
S. W. Main Avenue

Notice hereby is given that the undersigned, Coral Corporation, has a claim for signs and barricade in accordance with Schedule A, attached, in the sum of Six Hundred Seventy Seven and 00/100 Dollars ($677.00) against Al Kalkhoven and United Pacific Insurance Company, Surety, for the materials supplied on the S. W. Erickson Avenue - S. W. Main Avenue Contract.

Robert D. Laam

Robert D. Laam, Vice-President
Coral Corporation

RECEIVED
JUL 6 - 1972
OREGON
STATE HIGHWAY COMMISSION

S. W. ERICKSON AVENUE - S. W. MAIN AVENUE

#7656

SCHEDULE A

(Invoice 39)

Shipped	Description	Unit Price	Amount
1	Construction I. D. sign	$120.00 ea.	$ 120.00
2	Contractor's I. D. signs	25.00 ea.	50.00
4	Road Closed to Thru Traffic 36 x 48	36.00 ea.	144.00
2	Detour Signs 36 x 30	22.50 ea.	45.00
2	Road Constr. Ahead 30 x 30	19.00 ea.	38.00
4	Portable Barricade	70.00 ea.	280.00
		TOTAL	$ 677.00

RECEIVED
JUL [illegible] - 1972
OREGON
STATE HIGHWAY COMMISSION

ECEIVE
NOV 8 - 1971
FOR FIL

T-5025(8)
7656

November 3, 1971

Mr. Al Kalkhoven
17660 S. W. [illegible]
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7656 for work on
> S. W. Erickson Avenue-S. W. Main
> Avenue in the City of Beaverton
> of S. W. 6th Street in Washington
> County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

7656

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-6	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
		COUNTY Washington
PROJECT REPORT NO. 5	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 10-27-71	PROJECT NO. T-5025(8)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. SW 6th St. (Beaverton)
SW Erickson Ave.-SW Main Ave. (Beaverton) Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	5-7-71	0.075
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-8-71	0.075
OTHER *(Specify)*		

FUNDS

Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 31,286.00	$ 19,880.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By F Klaboe
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By G. H. Green
(Division Engineer)
For: R. E. Simpson
Date executed by Division Engineer OCT 27 1971

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Federal Aid
Project No. T-5025(8)

Oregon State Highway Division

SW ERICKSON AVE.-SW MAIN AVE. (BEAVERTON) SECTION

CITY STREET (BEAVERTON), WASHINGTON COUNTY

Salem, Oregon, October 22, 1971

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00
Type Code 6201			
Roadway (Erickson Ave.-Main Ave.)			
Temporary Protection and Direction of Traffic	All Required		$ 5,500.00
Removal of Structures and Obstructions	All Required		800.00
General Excavation	820 cu.yd.	2.50	2,050.00
Obliteration of Roadway	All Required		500.00
Furnishing and Placing Topsoil	470 cu.yd.	4.00	1,880.00
Class "B" Asphalt Concrete Mixture	1,340 ton	6.85	9,179.00
Asphalt Cement in Mixture	85 ton	36.00	3,060.00
Concrete Walks	300 sq.yd.	4.80	1,440.00
Concrete Driveways	30 sq.yd.	9.00	270.00
Concrete Curbs	840 lin.ft.	1.60	1,344.00
Salvage and Reinstalling Chain Link Fence	300 lin.ft.	4.00	1,200.00
Adjusting Manholes	1 only	60.00	60.00
			$27,283.00
Flagging (60% of Contractor's Cost)	All Required		250.00
	Subtotal		$27,533.00
	10% Engr. & Cont.		2,753.00
	Total		$30,286.00

Length of Project - - - - - 0.0075 mile
Cost of Roadway Per Mile - $403,813.33

Retained in Program

Furnishing and Planting Grass Seed	All Required	$ 500.00
	Subtotal	$ 500.00
	10% Engr. & Cont.	50.00
	Total	$ 550.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Roadway	30,286.00	19,246.00	5,520.00	5,520.00
Subtotal	$31,286.00	$19,880.00	$5,703.00	$5,703.00
Retained in Program	550.00	350.00	100.00	100.00
Total	$31,836.00	$20,230.00	$5,803.00	$5,803.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7656

Prefix 34-0601

RECEIVED
OCT 13 1971
FOR FILING

T-5025(1)
7656

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
James McNamee
William Geibel (SAIF)

October 13, 1971

Mr. Al Kalkhoven
17660 S. W. Oak
Beaverton, Oregon 97005

Dear Mr. Kalkhoven:

The State Highway Commission on October 4, 1971, accepted your proposal for work on the S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section of S. W. 6th Street in Washington County and referred it to the State Highway Engineer with authority to award the contract as soon as the Federal Highway Administration and the City of Beaverton approve the project and the City deposits $6,320.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7656.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 26, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

October 13, 1971

Mr. Lawrence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

x-ref'd

Re: TOPICS Projects T-5025(5)&(8)

Dear Mr. Sprecher:

This will acknowledge receipt of the City of Beaverton's check #001349 in the amount of $22,370 which is the correct amount required as an advance deposit for the subject projects.

The contracts are now clear for award and will be awarded today.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
L. W. Rulien
V. E. Skoog

TOPICS Project T-5025(5) $15,850
S.W. Allen Blvd. @ Western Ave.

TOPICS Project T-5025(8) $6,520
S.W. Erickson Ave.-S.W. Main Ave.
S.W. Sixth Street

Check #001349 for $22,370
Rec'd. 10/13/71 by ____________

RECEIVED
OCT 1-1

bc: F. B. Klaboe
L. H. Young
L. W. Rulien

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 30, 1971

Mr. Lawrence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

-5025(8)
7656

Re: TOPICS Project T-5025(8)
S.W. Erickson Ave.-S.W. Main Ave.
S.W. Sixth Street

Dear Mr. Sprecher:

The Highway Commission opened bids today on the subject TOPICS project. The apparent low bid was submitted by Al Kalkhoven of Beaverton.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$27,283
Anticipated additional items		
Flagging		250
Furnishing & Planting Grass Seed		500
	TOTAL	$28,033
Engineering & Contingencies (14½%)		4,065
	TOTAL	$32,098
Estimated preliminary engineering to date		500
	TOTAL	$32,598

CITY'S ADVANCE DEPOSIT:

20% of total is $6,519.60, rounded to $6,520.00.

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check or warrant (in the amount of $6,520.00) payable to the Oregon State Highway Commission and forward it to Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

Form E-123

S. W. ERICKSON AVE.-S.W. MAIN AVE. (BEAVERTON) SECTION

CITY STREET

WASHINGTON COUNTY

FAP No. T-5025(8)
Grading and Paving

Bids Received September 30, 1971

1.	Temporary Protection and Direction of Traffic	All Specified		$ 2,340.00
2.	Removal of Structures and Obstructions	All Specified		3,430.00
3.	General Excavation	820 cu.yds.	3.00	2,460.00
4.	Obliteration of Roadway	All Specified		400.00
5.	Furnishing and Placing Topsoil	470 cu.yds.	4.00	1,880.00
6.	Class "B" Asphalt Concrete Mixture	1,340 tons	7.50	10,050.00
7.	Asphalt Cement in Mixture	85 tons	36.00	3,060.00
8.	Concrete Walks	300 sq.yds.	6.50	1,950.00
9.	Concrete Driveways	30 sq.yds.	7.00	210.00
10.	Concrete Curbs	840 lin.ft.	1.50	1,260.00
11.	Salvaging and Reinstalling Chain Link Fence	300 lin.ft.	3.50	1,050.00
12.	Adjusting Manholes	1 only	100.00	100.00
		For Comparison of Bids		$ 28,190.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$28,190.00	27 283
Anticipated Additional Items:			
Flagging (State Share)	250.00		
Furnishing and Planting Grass Seed	500.00		
		750.00	750
		$28,940.00	28,033
Engr. & Cont. (14 1/2%)		4,196.30	4065
Estimated Net Authorization, Constr.		$33,136.30	32,098
" PE to date			500
			32598

Advance Deposit 20% 6519.60
round to 6520

GENERAL INSURANCE COMPANY OF AMERICA
4347 Brooklyn Avenue Northeast
Seattle, Washington 98105
SAFECO INSURANCE GROUP

BID RESULTS

ECT NO. SW Erickson Ave.-SW Main Ave.
(Beaverton) Section
Beaverton, WASHINGTON COUNTY

OWNER: Oregon State Highway Department

DATE: Sept. 30, 1971 PAGE: 1 of 1

1. Al Kalkhoven Beaverton
2. Cascade Const Co. Inc. Portland
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14. (28,190)

ANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic	1	5500	6573	5500
	L.S.	Removal of Structures & Obstructions	2	800	425	800
820	C.Y.	General Excavation	3	2^{50}	2^{40}	2050
	L.S.	Obliteration of Roadway	4	500	275	500
470	C.Y.	Furnishing & Placing Topsoil	5	4	3^{10}	1880
1,340	Tons	Cl. "B" Asph. Conc. Mixture	6	6^{85}	12	9179
85	Tons	Asphalt Cement in Mixture	7	36	38	3060
300	S.Y.	Concrete Walks	8	4^{80}	4^{80}	1440
30	S.Y.	Concrete Driveways	9	9	9	270
840	L.F.	Concrete Curbs	10	1^{60}	1^{60}	1344
300	L.F.	Salvaging & Reinstalling Chain Link Fence	11	4	1^{70}	1200
1	Only	Adjusting Manholes	12	60	100	60
				27,283	33,672	27283

[illegible] PRINTED IN U.S.A.

RECEIVED
SEP 15 1971
FOR FILING

9-15-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJ. T-5025(8)

STATE PROJECT NO. SW Erickson Ave - S. W. Main Ave. (Beaverton)

FROM: R. E. Simpson, Division Engineer Salem, Oregon	PROGRAM NO.	COUNTY NAME Washington
	ITEM NO. T-53	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

T-5025( )
7656

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young w/ enc.
9-15-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER Type 2 - Primary
September 8, 1971	September 8, 1971	STATE ROUTE NUMBER City Streets

LIMITS OF AUTHORITY

After concurrence in award you are authorized to proceed with contractor's flagging in the amount of $250.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) Contractor's Flagging.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's September 2, 1971 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved.

A signed copy of the Title Sheet is returned herewith.

Federal funds are not eligible for participation in any interest payments that may become due and payable under Section 109.12 - "Final Estimate & Final Payment" of the Project Specifications.

NOTED
TOM EDWARDS

DATE 9-10-71	SIGNATURE OF APPROVING OFFICIAL	TITLE For Division Engineer

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 3 1971
[illegible]

I-5625(8)
7656

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Memaloose Safety Rest Area, Columbia River Highway.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Malin Junction Section, Klamath Falls-Lakeview Highway.

   Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

   This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

   This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

Cancelled.

7. Mile Point 39.2 Slide Section, Sunset Highway.

No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 616.

9. Sawyers Rapids and Elkton Slide Sections, Umpqua Highway.

Same as No. 7.

10. Beaver Hill Fill Slide Section, Oregon Coast Highway.

Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Heppner Highway.

No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

12 Emigrant-Frazer (Pendleton) Couplet Section, Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

August 30, 1971
(date)

Mr. Laurence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway SW 6th Street TOPICS

Section SW Erickson Ave-SW Main Ave: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
SEP 3 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

9/2/71
(date)

By Theron L. Martin
City Mgr. Pro Tem

By ____________________
Commissioner

By ____________________
Commissioner

cc: L. H. Young
Attn: Duane Ridings

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑
☑ CE ☑ RE ☑ RPE ☐

FORM PR-1240
(Rev. 6-68)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
T-5025(8)

STATE PROJECT NO.
SW ERICKSON AVE.SW MAIN AVE
(BEAVERTON) SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-33

COUNTY NAME
WASHINGTON

PROGRAM STAGE *(Check)*
☐ 1 ☒ 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
AUG 25 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE AUGUST 24, 1971	FEDERAL ROUTE NUMBER PRIMARY TYPE 2 STATE ROUTE NUMBER CITY STREETS

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PS&E PREPARATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENT OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GIVEN FOR THE CONSTRUCTION OF THE SUBJECT TOPICS PROJECT AS REQUESTED IN MR. KLABOE'S AUGUST 9, 1971 LETTER.

DATE 8-24-71	SIGNATURE OF APPROVING OFFICIAL G L Greene	TITLE ~~FA~~ DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

August 13, 1971

Mr. Joseph F. Jackson
City Engineer
City Hall
Beaverton, Oregon 97005

Re: TOPICS Projects T-5025(5) & (8)

Dear Joe:

Attached are rough copy estimates for your TOPICS projects on S.W. Allen Boulevard at Western Avenue and on S.W. 6th Street.

Since these estimates are somewhat higher than the original estimates, we will need your approval before we can advertise the projects for bids.

These projects are both scheduled for our September 26, 1971, bid opening; therefore, we request that you do not delay your answer.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:lat
Att.

m E-40

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

TOPICS PROJECT T-5025(8)
SW ERICKSON AVE - SW MAIN AVE, SW 6TH ST.
CITY OF BEAVERTON

8/11/71

ITEM #	ITEM	UNIT	QUANTITY	UNIT PRICE	TOTAL COST
	TEMP. PROTECTION & DIRECTION OF TRAFFIC	LUMP SUM	ALL SPEC.		2340
	REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	ALL SPEC.		3430
	GENERAL EXCAVATION	CU. YD.	820	3^{00}	2460
	OBLITERATION OF ROADWAY	SQ. YD.	1,600	0^{25}	400
	FURNISHING & PLACING TOPSOIL	CU. YD.	470	4^{00}	1880
	CLASS "B" ASPHALT CONC. MIXTURE	TON	1,340	7^{50}	10,050
	ASPHALT CEMENT IN MIXTURE	TON	85	36^{00}	3,060
	CONCRETE WALKS	SQ. YD.	300	6^{50}	1,950
	CONCRETE DRIVEWAYS	SQ. YD.	30	7^{00}	210
	CONCRETE CURBS	LIN. FT.	840	1^{50}	1,260
	SALVAGE & REINSTALL CHAIN LINK FENCE	LIN. FT.	300	3^{50}	1,050
	ADJUST MANHOLE	EACH	1	100^{00}	100
	TOTAL BID ITEMS			$	28,190
	ANTICIPATED ADDITIONAL ITEMS				
	FLAGGING			250	
	FURNISHING & PLANTING GRASS SEED			500	750
				$	28,940
	ENGINEERING & CONTINGENCIES (14½%)				4,196
				$	33,136

[illegible] 6th St Beaverton

Cost Estimate

Item	Unit	Quantity	Unit Price	Total Cost
Temporary Protection and Direction of Traffic	Lump Sum	All Spec		2,340
Removal of Structures and Obstructions	Lump Sum	All Spec		3,430
General Excavation	Cu. Yd.	820	3^{00}	2,460
Obliteration of Roadway	Sq. Yd.	1,600	0^{25}	400
Furnishing and Placing Topsoil	Cu. Yd	470	4^{00}	1,880
Class "B" Asphalt Concrete Mixture	Ton	1,340	7^{50}	10,050
Asphalt Cement in Mixture	Ton	85	36^{00}	3,060
Concrete Walks	Sq. Yd	300	6^{50}	1,950
Concrete Driveways	Sq. Yd.	30	7^{00}	210
Concrete Curbs	Lin. Ft.	840	1^{50}	1,260
Salvaging and Reinstalling Chain Link Fence	Lin. Ft.	300	3^{50}	1,050
Adjusting Manholes	Each	1	100	100
				28,190
Flagging $250				
Furnishing and Planting Grass Seed 500				750
				$ 28,940
14½ % Engr & Contend				$4,196^{30}$
				$ $33,136^{30}$

RECEIVED
AUG 10 1971
FOR FILING

T-5025(8)
- 7656

blic Hearing not required

August 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

5025(8)

Location/Design Approval
S.W. Erickson Ave.-S.W. Main Ave.
(Beaverton) Section
Project No. T 5025(8)
S. W. 6th Street, Beaverton
Washington County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is generally the corridor of the existing S.W. 6th Street from S.W. Erickson Avenue to S.W. Main Avenue in the City of Beaverton.

b. The proposed design consists of 42 foot pavement with curbs on improved alignment to provide two 12 foot lanes and two 9 foot parking lanes, also 4 foot sidewalks. This is to provide for the easing of two 90 degree reversing curves. The replaced roadway will be obliterated and area planted to lawn.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy - Study Report (County and City Section Memo of July 28, 1971).

1 copy - City of Beaverton "TOPICS Project Request" dated March 2, 1971.

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

Mr. R. E. Simpson
August 9, 1971
Page 2

The proposed project is exempt from State and District 2 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and September 18, 1970 respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

A copy of the "Negative Environmental Statement" for the project as approved by FHWA April 27, 1971 is enclosed.

We further request your authorization, concurrently with location/design approval to proceed with the P.S. & E. phase of the preliminary engineering for final plan preparation as programmed for the subject Project T 5025(8).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
L. E. Young
F. L. Hall
H. S. Cox
R. H. Chase
B. L. Kifford

RMC:js

T.

8-6-71

CC: L. W. Rulien
G. G. Swenson
R. N. Chase
T. W. Litchfield
J. R. Oakes

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. T-5025(8)

Highway No. S.W. 6th Street

Project Name
S.W. Erickson Ave.-S.W. Main Ave.

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that:

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ That all incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

   ☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Beaverton, Oregon,

this 27th day of July, 1971.

City of Beaverton

James R Moore
Mayor

Recorder PRO TEM

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

MEMO TO FILES
July 28, 1971

RE: Footpaths and Bicycle Trails
TOPICS Project T-5025(8)
S.W. Erickson Avenue-S.W. Main Avenue Section
S.W. Sixth Street
City of Beaverton

This is a city street realignment project which will increase the safety of traffic flow through this section by eliminating two closely spaced right angle, intersection type, curves which now reduce vehicular speed to about 5 miles per hour, causing a serious traffic bottleneck.

This project is in a residential area. The street is curbed and has sidewalks on both sides. There is no economical or feasible way to include a bicycle trail in this project.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
cc: F. B. Klaboe
L. H. Young
W. H. Tebeau

RECEIVED
COUNTY & CITY SECTION
JUL 28 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

RECEIVED
JUL 1 - 1971
FOR FILING

T-5025(8)
7656

June 25, 1971

City of Beaverton
City Hall
Beaverton, Oregon 97005

Attention: Marjorie E. Kerber
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4232

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on S.W. Erickson Avenue-S.W. Main Avenue (Beaverton) Section of S.W. 6th Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBERS 5-31 THRU 5-33

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 5-7-71

BY (Signature): MR. YOUNG'S APRIL 21, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 31 THRU 33

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
31	T-5001(1)	0.60	140,000	88,800	U.S.99E AT QUEEN AVE. & CALAPOOIA ST. (ALBANY(	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT - TRAFFIC SIGNALS ILLUMINATION AND LANDSCAPE.
32	T-5025(7)	0.0	30,000	19,000	U.S. 99E AT GLEN ECHO AVE. (GLADSTONE)	PRELIMINARY ENGINEERING INSTALLATION OF TRAFFIC SIGNALS.
33	T-5025(8)	0.07 5	22,000	13,800	SW ERICKSEN ST. TO SW MAIN ST. ON SW 6TH AVE. (BEAVERTON)	PRELIMINARY ENGINEERING GRADE, DRAIN & HIGH TYPE. PAVEMENT WITH CURBS AND SIDEWALKS.

REMARKS (Division)

THESE PROGRAMS ARE BEING APPROVED WITH THE UNDERSTANDING THAT THE DEVELOPMENT OF AN AREAWIDE TOPICS PLAN IS UNDERWAY IN EACH OF THESE URBAN AREAS AND EACH OF THESE PROJECT WHICH ARE PRESENTLY ON TENTATIVE TYPE 2 OR FA PRIMARY SYSTEM WILL BE INCORPORATED IN OR BE CONNECTED TO THE FINAL TYPE 2 SYSTEM.

YOU ARE AUTHORIZED TO PROCEED WITH AL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971

☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☒ UE
☒ UPE ☐ CE ☐ RE ☑ RPE ☐

DATE	RECOMMENDED SIGNATURE AND TITLE	DATE	APPROVED SIGNATURE AND TITLE
		5-7-71	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

12-15-70

5-7-71

MONTHLY TRANSACTION NO. 5-33

DATE SUBMITTED TO W.O. MAY 1971

FORM PR-1
(REV. 4-61)

4-21-71

FEDERAL-AID P

(PPM 2

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* City St. S.W. 6th St (Beaverton) 21 65	ADT	PRESENT 900	FUTURE 3,600 (66) (70)	YEAR 9 (71)	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* PE, Gr., Dr., High Type Pave. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)
CARD 4	CLASS OF FEDERAL FUNDS TOPICS					COUNTY NAME Washi	
	NAME OF URBAN AREA 17-31 Portland					ROUTE NO. T	FEDERAL-AID

PL. AUT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5	10			1	PE	3	City St. S.W. 6th Street from approx. S.W. Erickson Ave. to S.W. Main Ave. in Beaverton	0.075	1,000	600
5					ROW					
5	30			3	CONST (CODE) 6201	3		0.075	21,000	13,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.075	22,000	13,800
1	14	PROGRAM APPROVAL DATES 7 MAY 1971 FHWA OREGON DIVISION			(16) (23)	(24) (33

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ CE ☐ RPE ☐

TOPS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-21-71

68	**ADT**	PRESENT 900	FUTURE 3,600 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)	ITEM NO. 33 (14) (18)

UTE (60)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) T- 14 23	NUMBER 5025(B) 7	SEQ. NO. 13 (24) (26)	I. Projects Only POST MI. DESIG. 27

COUNTY NAME Washington	CODE 067 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. T	FEDERAL-AID (32)	STATE City St. (36) (37)	U.S. (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54)	TOTAL ESTIMATED COST (55) (58) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
th rox. Ave. to in	0.075	1,000	600	200	200 (City)	Preliminary Engineering - all phases. Gr., Dr., 2-12' lanes H.T. Pave., 9' parking lanes with curbs and 4' sidewalks.
	0.075	21,000	13,200	3,900	3,900 (City)	ROW - 50' normal; access control - none; parking restrictions-none.
PROJECT TOTALS	0.075 (16)	22,000 (23)	13,800 (24) (33)	4,100	4,100 (City)	

RECEIVED
COUNTY & CITY SECTION
MAY 11 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ [illegible] ☐ RPE ☐

REMARKS

Preliminary Engineering

Field $300
PS & E Prep. 700

-over-

USCOMM DUSCOMM-DC 48909-P61

S.W. ERICKSON AVE.-S.W. MAIN AVE. (S.W. 6TH ST. BEAVERTON)

Project Number T-5025(8)

Existing Facilities: 42' AC pavement, curbs, gutters, and sidewalks.

Adjacent Facilities: Same as existing.

Project Data: Preliminary Engineering, all phases. Grade and drain on new alignment, construct two 12' lanes (high-type pavement, 9' parking lanes) and curbs with 4' sidewalks on each side. Remove existing pavement, curbs and sidewalks, place topsoil and seed said area to grass. Salvage and reinstall existing chain link fence (north side of existing to north side of new alignment).

The purpose of this realignment project is to increase the traffic flow through this section by eliminating the two closely spaced right angle, intersection type, curves which now reduces vehicular speed to about 5 miles per hour and causes a serious traffic bottleneck. This increase in traffic flow at this point will have a direct effect on the traffic carrying capacity of the entire length of S.W. 6th Street.

Additional Right of Way: None required.

System Action: Tentative FAP Type II System approved 5/26/70.

Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: None involved.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

State Clearinghouse Approval: Exempt from review and comment under working agreement dated 4/28/70.

District No. 2 Clearinghouse Approval: Exempt from review and comment under working agreement dated 9/18/70.

Control of Utilities: State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

[illegible]
APR 28 1971
FOR FILING

T-5625(1)
7656

April 21, 1971

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three TOPICS projects, Item No's. 31 through 33, which we desire to have included in the Federal-Aid TOPICS Highway Program as established in the 1968 Highway Act.

The project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the projects.

We will request further authorization to proceed with preliminary engineering for PS & E preparation as soon as location/design approval is granted.

The three projects are exempt from review and comment under working agreements of the State and District Clearinghouse as noted on the separate PR-1 forms.

Item 31, Project T-5001(1) involves work on a Federal-Aid Primary Highway, a Federal-Aid Type II Primary Highway and a Federal-Aid Secondary Highway. The project is primarily for the improved movement of traffic on the Primary (FAP 3) and Secondary (FAS 202) Highway. This is to certify that this project will have a priority which indicates the improvement, for maximum benefits, should be accomplished at this time and as the Highway Division has obligated all available Primary and Secondary Federal-Aid funds, the project is programmed under the provisions of paragraph 8d of PPM 21-18 using TOPICS Funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. B. Young
Program and Planning Engineer

Encl.

RNC:dg

MONTHLY TRANSACTION NO.		FORM PR-1 (REV. 4-61)				**FEDERAL-A**
DATE SUBMITTED TO W.O.		4-21-71				
CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) City St. S.W. 6th St. (Beaverton) 21 65		**ADT**	PRESENT 900	FUTURE 3,600 (66) (7
CARD 3	CHARACTER OF PROPOSED WORK (*35 typewriter spaces*) PE, Gr., Dr., High Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)
						EMERG. YR. (72) (73)
CARD 4	CLASS OF FEDERAL FUNDS	TOPICS				COUNTY NAME
						ROUTE NO. T
	NAME OF URBAN AREA 17-31	Portland				ESTIMATED PRO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	STEP	TERMINI (*Full description*)	MILES	TOTAL ESTIMATED COST	FEDERAL F
1	(14-15)	(16	41	42	43 46	53		(54)	(55) (59) (66)	(67)
5					**PE**		City St. S.W. 6th Street from approx. S.W. Erickson Ave. to S.W. Main Ave. in Beaverton	0.075	1,000	600
5					**ROW**					
5					**CONST** (CODE)			0.075	21,000	13,200
							PROJECT TOTALS	0.075	22,000	13,800
									(16) (23)	(24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

1

65	**ADT**	PRESENT 900	FUTURE 3,600 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)
								ITEM NO. 33 (14) (18)

UPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	

PROJECT NUMBER
PREFIX LETTER(S): T- 14 23
NUMBER: 5025(8) 7
SEQ. NO. 13

I. Projects Only
POST MI. DESIG. (24) (26) 27

COUNTY NAME: Washington
CODE: 067 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: T
FEDERAL-AID (32)
STATE: City St. (36)
U.S. (37) (41)

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54)	(56) (59) (66)	(67) (76)			
	0.075	1,000	600	200	200 (City)	Preliminary Engineering - all phases. Gr., Dr., 2-12' lanes H.T. Pave., 9' parking lanes with curbs and 4' sidewalks.
	0.075	21,000	13,200	3,900	3,900 (City)	ROW - 50' normal; access control - none; parking restrictions- none.
T	0.075	22,000	13,800	4,100	4,100 (City)	
		(16) (23)	(24) (33)			

REMARKS

Preliminary Engineering

Field	$300
PS & E Prep.	700

-over-

USCOMM DUSCOMM-DC 48908-P61

S.W. ERICKSON AVE.-S.W. MAIN AVE. (S.W. 6TH ST. BEAVERTON)

Project Number T-5025(8)

Existing Facilities: 42' AC pavement, curbs, gutters, and sidewalks.

Adjacent Facilities: Same as existing.

Project Data: Preliminary Engineering, all phases. Grade and drain on new alignment, construct two 12' lanes (high-type pavement, 9' parking lanes) and curbs with 4' sidewalks on each side. Remove existing pavement, curbs and sidewalks, place topsoil and seed said area to grass. Salvage and reinstall existing chain link fence (north side of existing to north side of new alignment).

The purpose of this realignment project is to increase the traffic flow through this section by eliminating the two closely spaced right angle, intersection type, curves which now reduces vehicular speed to about 5 miles per hour and causes a serious traffic bottleneck. This increase in traffic flow at this point will have a direct effect on the traffic carrying capacity of the entire length of S.W. 6th Street.

Additional Right of Way: None required.

System Action: Tentative FAP Type II System approved 5/26/70.

Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Relocation Assistance Payments: None involved.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

State Clearinghouse Approval: Exempt from review and comment under working agreement dated 4/28/70.

District No. 2 Clearinghouse Approval: Exempt from review and comment under working agreement dated 9/18/70.

Control of Utilities: State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

TOPS

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section S.W. Erickson Avenue-S.W. Main Avenue

Highway S.W. 6th Street (Beaverton)

County Washington Region 1

Date April 13, 19 71

Authorization No. 1

Survey Prefix 34-0601
(Assigned by Salem office)

Description of termini, route, length, etc.:

S.W. 5th Street and S.W. 6th Street at S.W. Stott Street.

RECEIVED
COUNTY & CITY SECTION
MAY 12 1971
☑ ENGR. ☑ COOR. ✓ A
☑ UPE ☐ CE ☒ RE ☑ RPE ☒ UE ☐

Purpose of survey:

Prepare plans and specifications for a TOPICS project.

T-5025 (8)

Estimate of cost:

Final Design	(905)	450
Specifications	(921)	150

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $ 600.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . .

Requests made by:

P. L. Carstensen
Location Office Engineer Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:
J L Hall
Design ~~Construction Engineer~~

Approved:
Ass't State Highway Engineer

PROGRAM & PLAN. DIV.
P. E. APPR. 5-7-71
FED. - AID T STATE

BEN GIFFORD

State Printing

4

RECEIVED
COUNTY & CITY SECTION
☑ ☑ CE ☑ ☑
PE ☑ GE ☑ RE ☐ ☐

YELLOW COPY
Beaverton

SALEM, OREGON
March 30, 1971

TOPICS Projects (4)
New and (1) Cancellation

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attached are summary sheets and a tabulation for four new TOPICS projects and one project cancellation which were approved by the Highway Commission at the March 30, 1971 meeting.

Also attached is information for programming these projects ✓ with the Federal Highway Administration.

Please withdraw the construction portion of the cancelled Corvallis project and finalize the preliminary engineering portion. After the Federal portion has been collected the City of Corvallis will be billed for all remaining preliminary costs.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: **March 30, 1971**

CITY: **BEAVERTON** SECTION: **SW Erickson Ave-SW Main Ave., SW 6th Street**

PROPOSED WORK: **Street realignment**

COSTS:

	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	21,000	12,600	4,200	4,200	
P.E.	1,000	600	200	200	
		FIELD $300		P.S.& E. Preparation $700	

EXISTING FACILITIES: **42' AC pavement, curbs, gutters, and sidewalks.**

ADJACENT FACILITIES: **SAME**

PROJECT DATA: **Realign approximately 400' of S.W. 6th Street to provide a smoother flow of traffic. Remove abandoned pavement, curbs and sidewalks and replace with topsoil. See area to grass. Relocate existing chain link fence to conform to new alignment.**

PROJECT NO.: **T-5025( )**
ADDITIONAL RIGHT OF WAY: **None required.**
SYSTEM ACTION: **Tentative FAP Type II System approved 5/26/70**
RAILROADS: **None**
AIRPORTS: **None**
WATER DEVELOPMENTS: **None**
HISTORICAL & RECREATION AREAS: **None**
RELOCATION ASSISTANCE PAYMENTS: **None**
ROUTE DATA: **FAP Type II**
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: **Exempted September 18, 1970**
HEARING: **None**
ACCESS CONTROL: **No change**
PARKING RESTRICTIONS: **No change**

ADT: **Requested from John Hanks**

10/19/70

FORM 2-30 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 30, 1971

SUBJECT: Approved TOPICS Project
(1) S.W. Erickson Ave.-S.W. Main Ave. (Beaverton) Section of S.W. 6th
(2) S.E. McLoughlin Blvd. @ S.E. Glen Echo Ave. (Gladstone) Section

To: Mr. L. W. Rulien
Region 1 Engineer

PORTLAND

Herewith are tabulations describing TOPICS projects in Beaverton and Gladstone, which were approved by the Highway Commission at its March 30, 1971 meeting.

Please initiate an "Authority for Survey" for each of these projects.

H. S. Cox
County and City Engineer

By
Richard Bladorn
Richard Bladorn
Urban Program Engineer

RB:ljt
Att.
cc: F. L. Hall (w/att)
F. B. Crandall "
I. D. Merchant "
D. H. Moehring "
F. D. Morgan "
V. A. Boyd "
R. N. Chase "
B. L. Gifford "
John Hanks "
[redacted] "
D. E. Keyes "
T. W. Litchfield "
C. R. Nelson "
C. G. Swenson "
F. E. Terpin "
G. C. Wills "
F. W. Yarbrough "

SP*52475-734

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	Programed Amount	State Cost
ALBANY	Vine Street-Ferry Street. Queen Avenue & S. Pacific Blvd. Traffic signal, widening, channelization, and railroad gates.	$115,000 (+ 25,000 from railroad)	$23,000
BEAVERTON	S.W. Erickson Ave.-S.W. Main Ave. S.W. 6th Street Street realignment.	22,000	4,400
GLADSTONE	S.E. McLoughlin Blvd. @ S.E. Glen Echo Avenue. Traffic signal.	30,000	6,000
	TOTAL NEW PROJECTS	$167,000	$33,400

CANCELLATION OF PREVIOUSLY APPROVED PROJECT

CORVALLIS	N.W. 31st Street-N.W. 29th Street N.W. Harrison Blvd. Traffic signal and widening. (Approved by Highway Commission on 3/7/70.)	34,000	6,800
	TOTAL CANCELLATION	$ 34,000	$ 6,800
	TOTAL	$133,000	$26,600

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	2,031,000	2,031,000
Unprogrammed Balance	712,000	712,000
Proposed Projects: 3/30/71	133,000	133,000
Unprogrammed Balance	$ 579,000	$ 579,000

71-b
3/16/71

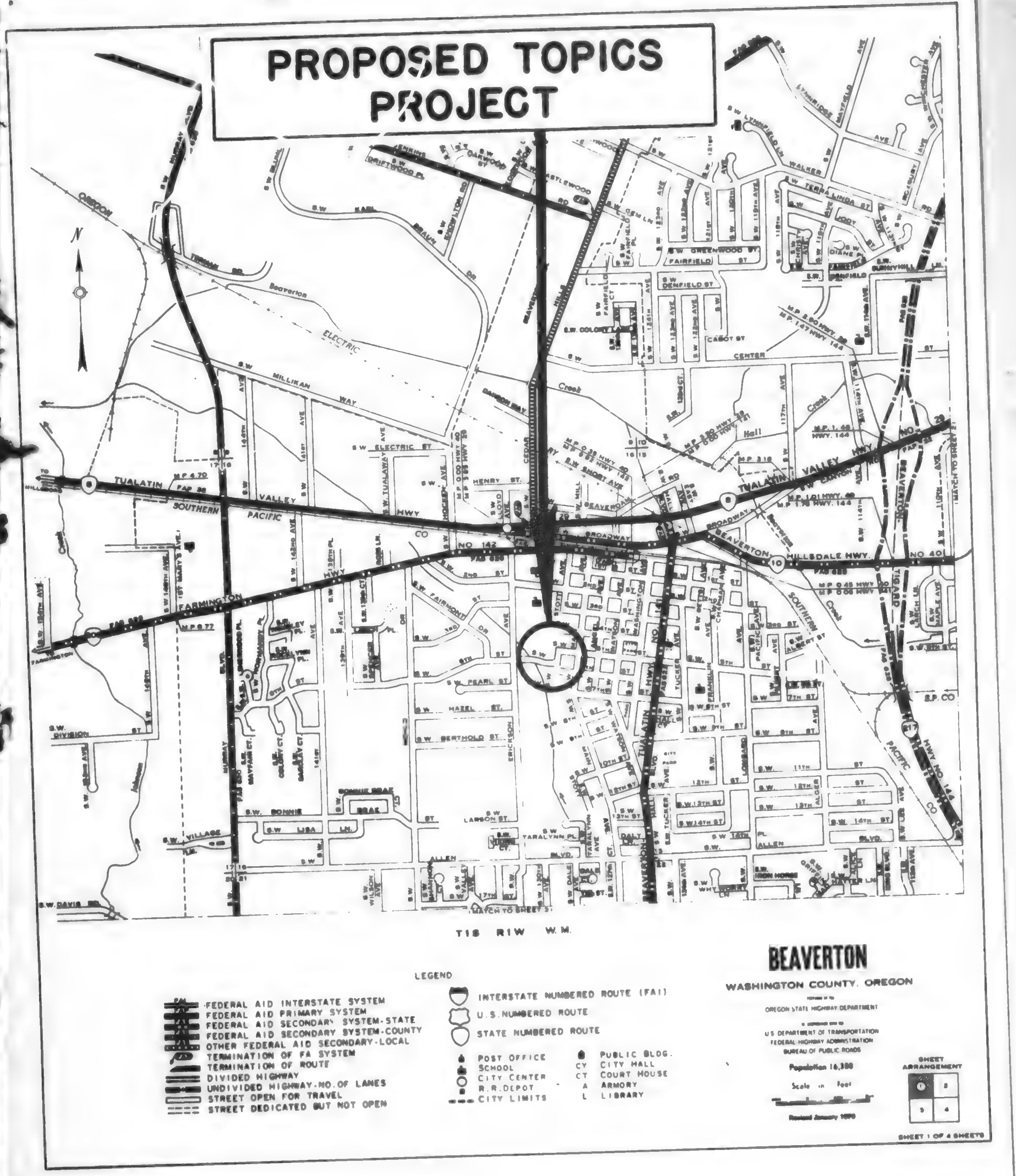
CITY OF BEAVERTON
PROPOSED TOPICS PROJECT (1970 Funds)

S.W. Erickson Avenue-S.W. Main Avenue (Beaverton) Section of S.W. 6th Street (FAP Type II). Street realignment, $22,000.

Realign S.W. 6th Street to remove two right-angle turns. Remove abandoned pavement, curbs and sidewalks; replace with topsoil and seed to grass. Relocate existing chain link fence.

A public hearing will not be required.

71-b
3/16/71



PROPOSED TOPICS PROJECT

N
TUALATIN VALLEY HWY
SOUTHERN PACIFIC CO
FARMINGTON
BEAVERTON HILLSDALE HWY
BROADWAY
S.W. MILLIKAN WAY
S.W. CENTER ST
S.W. ALLEN BLVD
HALL
MURRAY
CEDAR HILLS
S.W. WALKER RD
Beaverton Creek
OREGON ELECTRIC
MATCH TO SHEET 3
T1S R1W W.M.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
BEAVERTON
WASHINGTON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 16,300
Scale in Feet
Revised January 1970
SHEET ARRANGEMENT
1 2 3 4
SHEET 1 OF 4 SHEETS

TOPS

CEIVED
TY & CITY SECTION
☑ [illegible] ☑ UE ☑ AE ☑ IT
☑ CE ☑ RE ☑ RPE ☑

March 26, 1971

Mr. Lawrence R. Sprecher
City Manager
City Hall
Beaverton, Oregon 97005

Dear Mr. Sprecher:

The TOPICS project request submitted by the City of Beaverton for the realignment of a short section of S.W. 6th Street will be submitted to the State Highway Commission for approval at the March 30, 1971 meeting. The estimated cost of this project is $22,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

TO PS

City of Beaverton

4950 S. W. HALL BLVD. • BEAVERTON, OREGON 97005

TELEPHONE 644-2191

March 15, 1971

?

Richard Bladhorn
Urban Aid Engineer
Cities and Counties Office
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAR 16 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ [illegible] ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Dear Dick:

I have prepared traffic data for the S. W. Sixth Street realignment as you requested in your phone call last week. While our data collection is incomplete and no ADT is available for this street, we do have five months of record and are able to give you a close estimate. The truck percentage is actual.

ADT (est. present)	867
Peak Hour	91
Trucks	2-1/2%

I will be glad to provide any other data you require.

Very truly yours,

Jos. F. Jackson

Jos. F. Jackson, P.E.
City Engineer

JFJ:mjs

3-16-71
CC: John Hanks

TOPS

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1971

SUBJECT: Proposed TOPICS Project
S. W. Sixth Street
Beaverton

To: H. S. Cox
County-City Engineer

BUILDING

Attention: Dick Bladorn

We have reviewed the City of Beaverton's application for a TOPICS Project on S. W. Sixth Street between Main and Erickson Street.

Traffic wise, this project seems to be in order and should qualify for TOPICS funds. It appears to be a very worthy project.

L. E. George

L. E. George
Operations Engineer

VPJ:pb

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

SP*52475-794

ER-227(3) Mile Point 39.2 Slide Section, 1971
NW of Ptld., on Sunset Hwy.
#7657 (Grading & paving)

STATE COPY

7657 3-11-74

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 4	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 3-11-74	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. ER-227(3)
COMPLETION DATE 8-15-72	ACCEPTANCE DATE BY CONTRACT AGENCY 1-31-73	TIME ELAPSED 105 %	CONTRACT TIME 200 cal. days
APPROVED EXTENSIONS 10 cal. days	LOCATION US 26, 8 mi. west of Manning at MP 39.2.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAR 21 1974
REGIONAL OFFICE

MP 39.2 SLIDE SECTION
Grading and Paving

This slide occurred due to unusually heavy rains on top of a previous heavy snowfall. Oversaturation of the slide area with water caused the fill to slip out closing one-half of one of the two lanes. Although the slide is only 300 ft. long, the State decided to change alignment for 2,000 ft. out of the slide area to avoid future trouble.

The temporary repairs required to put the facility back to a usable condition was completed on November 12, 1971. The preliminary engineering costs were $3,652.64. The cost for the temporary repairs was $8,722.30 for a total cost of $12,374.94 under the temporary work. The contract work was satisfactorily completed in substantial conformance with the approved plans and specifications on August 15, 1972 at which time 210 calendar days had elapsed. The contractor was given a 10-day extension based on the shutdown order over the 4th of July, Price Agreement No.1, and the overrun in the AC item. Thus, no liquidated damages will be assessed.

The final cost of the contract items was $117,691.42, which is an underrun of 17%. The grand total for the project including engineering and contingencies was $163,856.39 which is a

(more)

RECEIVED
STATE HWY ENGR
MAR 22 '74
REFER TO
FOR
Info | | | | Sign | Act | File

H S COULTER NOTED

RECEIVED
MAR 22 1974
Office of
Assistant State Highway Engineer

3-22-74
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil W. N. Bryant Original signed by Patrick E. O'Neil Assistant Area Engineer		SIGNATURE E. J. Valach Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 3-12-74	TITLE District Engineer	DATE MAR 21 1974

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

Form PR 33-E
(Rev. 7-70)

negligible underrun. All overruns and underruns were satisfactorily explained by the State. All required supporting documents have been submitted. Acceptance of the project is recommended.

7657

s

March 6, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. ER-227(3)

SUBJECT Request Federal-aid Project Acceptance

Formal Contract 7657, Work Completed August 15, 1972

Project Mile Point 39.2 Slide

Highway Sunset

County Washington

Acceptance: Transportation Commission January 31, 1973

Federal Highway Administration August 25, 1972

All participating work on this project has been completed.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

Temporary Repairs: Work Completed November 12, 1971.

Attached are the necessary supporting data required by your office.

Final acceptance of this project is requested.

Attach.

cc: Vern Skoog

BMW:js

7657

February 6, 1973

St. Paul Fire & Marine Insurance Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 7657 awarded to E. D. Spencer & Son for work on the Mile Point 30.1 Slide Section of the Sunset Highway in Washington County was completed on August 15, 1972, and accepted by the Highway Commission on January 31, 1973.

Final payment in the amount of $1,500 will be released to the contractor after February 11, 1972. The total contract amount is $144,975.90 including $805.68 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Hood, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc E. D. Spencer & Son
4416 N. E. 72nd Avenue
Vancouver, Washington 98661

bc G. T. Kenney
Walt Hart
V. E. Shong
Attn: W. L. Mesmer
L. W. Bullion

7657

February 1, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7657 Work Completed August 15, 1972

Project Mile Point 39.2 Slide

Highway Sunset County Washington

Type of Work Grading and Paving

Contractor S. D. Spencer & Son

Recommended Acceptance Date January 31, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

[illegible]
1972
FOR FILING

7657

November 30, 1972

S. D. Spencer and Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

Your request for a time extension of 11 days on Contract No. 7657 for work on the M.P. 39.2 Slide Section of the Sunset Highway in Washington County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 10 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

A. E. Johnson
Acting Deputy State Highway Engineer

fw jf

bc:
- C. W. Mead
- F. B. Klaboe
- A. E. Johnson
- V. E. Skoog
- C. T. Keasey
- L. W. Rulien
- J. W. Cochell
- V. L. Gallagher

RECEIVED

PORTLAND

7657

November 30, 1972

TO Oregon State Highway Commission

FROM

A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Extension of Time, Contract No. 7657
M.P. 39.2 Slide Section
Sunset Highway, Washington County

S. D. Spencer and Son, contractor on the subject section, Contract No. 7657, has requested an 11-day extension of the contract time citing three reasons: (1) A shutdown ordered over the 4th of July weekend; (2) Price Agreement No. 1 which was written in the amount of $900 to cover removal of stumps and unsuitable overburden in a sliver fill embankment area; and (3) Installation of an additional driveway culvert pipe on the last day which time was counted on the contract. Bids were opened on this project on September 30, 1971, with 9 bidders. The contract was completed August 15, 1972, with 10 days liquidated damages accrued at $100 per day.

As this is a busy summer holiday route, it was in order to have a shutdown on all operations that could affect traffic. An extension of 5 days is justified for this reason. The added work covering removal of stumps and unsuitable overburden in a fill area required 2 days. There was an overrun in the bituminous base item and in the AC item, which required 1 day. These 3 days should be expanded by 7/5ths to convert to calendar workdays and rounded upward, making 5 calendar workdays.

An extension of 10 days has been granted. This will delete all liquidated damages. This was an ER project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the December 12 meeting.

JAB:fw jf

bc:
C. W. Head
George Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Vern Skoog
L. H. Young
C. T. Keasey
V. L. Gallagher
L. W. Rulien
Gary Sund
Gary Ross

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 27, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : for C. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 29 '72
REFER TO
FOR

SUBJECT: Oregon Project ER-277(3)
MP 39.2 Slide Section
Request for Time Extension

Concurrence is given for the 10 calendar workdays extension based on the shutdown order over the 4th of July, Price Agreement #1, and the overrun in the AC item.

cy - Kersey
Rubin
[illegible]
11-29-72

11-29-72
Johnson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1972

SUBJECT: M. P. 39.2 Slide Section
Sunset Highway
Contract No. 7657
Request for Time Extension

To: A. E. Johnson
Assistant State Highway Engineer

John A. Bond

FROM:
John A. Bond
Construction Administration Engineer

S. D. Spencer and Son, contractor on the subject project, requests an 11-day extension of the contract time on the basis of three reasons: (1) A shutdown ordered over the 4th of July weekend; (2) Price Agreement No. 1 which was written in the amount of $900 to cover removal of stumps and unsuitable overburden in a sliver fill embankment area; and (3) Installation of an additional driveway culvert pipe on the last day which time was counted on the contract. Some pertinent dates on this project are:

Bids opened	September 30, 1971 (9 bidders)
Contract sent	October 8, 1971
Day count started	October 20, 1971 (200 calendar workdays allowed)
Contractor started work (clearing)	December 9, 1971
200 Calendar workdays elapsed	August 5, 1972 (contract 82% done)
Contract completed	August 15, 1972

210 days counted - 10 days liquidated damages at $100 per day = $1,000

The Resident and Region now recommend that the 5 days requested for the July 4 long weekend shutdown be granted. We did not get a copy of the shutdown order at the time and did not realize that this time was counted against the contract allotment. Apparently at the time, the Resident chose to count it because the contractor did some work on Saturday and Monday but away from the traveled portion of the roadway. As this is a busy summer holiday route, it was certainly in order to have a shutdown on all operations that could affect traffic and we would concur with the Region's liberal interpretation of 5 days extension on this reason. (Since this includes weekend days, no expansion by 7/5ths should apply on this particular item.)

SP*92475-734

On the second reason for the added foundation preparation work, the Resident Engineer recommends only 2 days, for the dates June 27 and 28 on which work covered by this order was actually performed. At this time, the contractor was already behind schedule, his grading was only 15 percent completed, so this added work in grading areas should clearly justify added time. We concur in the 2 days expanded as shown below.

On the third reason, the Resident and Region also concur in extension for the 1 day for a late added installation of culvert pipe in a driveway. After reviewing the weekly reports, I believe this is rather a weak reason as the contractor was installing sight posts on this particular date (August 11) and the main work remaining to be done was the seeding and mulching. A much better reason for additional extension was not submitted. I note that there was a 53 percent overrun in the bituminous base item which amounts to 625 tons overrun quantity. The AC item also overran 7+ percent or 142 tons. These are late items done about the time the contract time allowed had elapsed. The bituminous base overrun particularly represents at least 1 days average production. If 1 day is allowed on this reason, and added to the 2 recommended on reason 2 above, it makes 3 days which should be expanded by 7/5ths to convert to calendar workdays or 4-1/5 days. We ordinarily avoid fractional days and round to the next higher number which would be 5 calendar workdays in this instance. This 5 days along with the 5 days covered by the first part for the holiday weekend shutdown makes 10 calendar workdays extension recommended. This would delete all liquidated damages.

This was an ER funded project so approval of FHWA is required. Rough draft letters for this purpose and to the contractor and Commission are attached.

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
NOV 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: October 27, 1972

To: Mr. C. T. Keasey
Construction Engineer

FROM: Allan C. Harwood
A. C. Harwood
Regional Construction Engineer

SUBJECT: MP 39.2 Slide
Sunset Highway
Contract No. 7657

Routing
Keasey RECEIVED Pease
Bond OCT 30 1972 Glenn
Walker Litchfield
Johnsen CONSTRUCTION SECTION Berg

Enclosed find a request from the contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages. The contractors request is based on a shutdown order over the 4th of July and Extra Work. The request is for 11 days. Cochell recommends 8 days be allowed.

The time allotted on the contract was 200 calendar work days. Time actually used was 210 calendar work days. I concur with Cochell's recommendation of 5 days for the period from June 30 to July 4 and the three days on which Extra Work was actually performed. Since it is a calendar work day project, an allowance for converting work days to calendar work days should be applied to the three days on which Extra Work was actually performed. Also this Extra Work undoubtedly did cause some disruption in operations before and after the performance of the work. I therefore feel that allowing 10 days, thus eliminating all liquidated damages, would be reasonable and so recommend.

ACH/bd
enc
cc: J. W. Cochell

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 21, 1972
P.O. Box 25087
Portland, Oregon 97225

SUBJECT: Time Extension
Mile Point 39.2 Slide
Sunset Highway Washington Co.
Contract 7657

To: L. W. Rulien
Region I Engineer

Att'n.: Al Harwood
Region I Cons't.
Engineer

Enclosed find a request from S.D. Spencer & Son on the suject project for additional time in which to complete work without assessment of liqidated damages.

Contractor requests additional time for:

(1) July 4th Weekend.
Teletype received from Construction Department on June 27, 1972 with instuctions to issue stop work orders on contract construction operations from June 30 (noon) through July 4, 1972. This was done by letter dated June 28, 1972. Contractor requests 5 additional calendar workdays for this weekend. I recommend that these 5 calendar workdays, requested, be allowed.

(2) Price Agreement No. 1, remove overburden, stumps and bench.
For this work contractor requests 5 calendar workdays. I recommend denial of June 24, 25 and 26, 1972, 3 calendar workdays. This work was performed on June 27 and 28, 1972. I recommend these 2 calendar workdays be allowed.

(3) Additional Culvert Pipe.
Addition of culvert pipe under road approach at Sta. 1603+50 right. Contractor claims 1 calendar workday for this work. This pipe was installed on August 11, 1972. I recommend that this 1 calendar workday, requested, be allowed.

SUMMARY: Calendar workdays specified in contract 200. Contract calendar workdays expired August 5, 1972. Project completed on August 15, 1972. Total calendar workdays charged 210. Excess calendar workdays used 10. Additional time recommended 8.

REGION 1
☐ RE ☐ RME ☐ RCE ☐ OE
SEP 25 1972
☐ TE ☐ UE ☐ DES ☐ SEC

James W Cochell
James W. Cochell
Resident Engineer

Encl:
cc: File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7657 Contractor S.D. Spencer & Son

Highway Sunset Highway

Section M. P. 39.2 Slide

Kind of Work Grade - Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 5 days extension for shutdown over 4th of July weekend plus 5 calendar workdays for added work and overrun in bituminous base and AC items.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Johnson
State Highway Engineer
Acting Deputy

Contract No. 7657

Project designation ER 227(3) State-Federal

Date awarded 10-5-71

Work started 12-9-71

Per cent completed 100% 8/15/72 Date

No. of Workdays Allowed 200

No. of Workdays Used 210

No. of Added Workdays Requested 11

B-330 (Rev.)—3M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Date September 8, 1972

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 210 days, within which to complete our Contract No. 7657, without the assessment of liquidated damages. The said contract is described as follows:

Mile Point 39.2 Slide Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter.

Respectfully submitted,

S. D. Spencer & Son
Contractor

By George D. Spencer
George D. Spencer, Owner

CONSENT OF SURETY

Date Sept 11, 1972

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Victor S. Ridley
Attorney-in-fact

(SEAL)

Resident Agent

AREA CODES - VANCOUVER 206, PORTLAND 503 EQUAL OPPORTUNITY EMPLOYER

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue ● Phones: Vancouver 693-4719 ● Portland, 285-9232
VANCOUVER, WASHINGTON 98661

September 8, 1972

Mr. James W. Cochell, Res. Engr.
Oregon State Highway Department
P. O. Box 25087
Portland, Oregon 97225

Re: OSHD Contract #7657
Mile Point 39.2 Slide

Dear Sir:

We submit herewith our request for a time extension on the above captioned project.

"The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:"

1.) Letter dated June 28, 1972 from the Oregon State Highway Department to us directing that work on the project be shut down from June 30, 1972 (Noon) thru July 4, 1972, a loss of 5 calendar work days as June 30, 1972 was less than 50% effective by the time we secured the job by Noon.

2.) Price Agreement to remove overburden, stumps and bench station 1605 to 1606+75 dated June 28,1972 calendar workdays involved, June 24, 25, 26, 27, and 28, 1972 - 5 calendar workdays.

3.) After completion of other contract work it became necessary to install an added driveway pipe on August 15, 1972. Using one (1) calendar workday.

In summation the 200 calendar workdays plus 11 calendar workdays numerated above for extension will exceed the actual contract time of performance of 210 calendar work days by one (1) calendar workday.

Very truly yours,

George D. Spencer

George D. Spencer
S. D. Spencer & Son

GDS/jl

Enc. (1)

5

RECEIVED
NOV 10 1972
FOR FILING
7657

November 9, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

M.P. 39.2 Slide Section
Sunset Highway
Oregon Project ER-227(3)
Request for Time Extension

The contractor on the subject project has requested an 11-day extension of the contract time on the basis of three reasons:

1. A shutdown ordered over the Fourth of July weekend.

2. Price Agreement No. 1, which was written in the amount of $900 to cover removal of stumps and unsuitable overburden in a sliver fill embankment area.

3. Installation of an additional driveway culvert pipe on the last day that time was counted on the contract.

Some pertinent dates on this project are:

Bids opened	September 30, 1971 (9 bidders)
Contract sent	October 8, 1971
Day count started	October 20, 1971 (200 calendar workdays allowed)
Contractor started work (clearing)	December 9, 1971
200 calendar workdays elapsed	August 5, 1972 (contract 82% done)
Contract completed	August 15, 1972 (210 days counted)

10 days' liquidated damages at $100 per day = $1,000.

As this is a busy summer holiday route, it was certainly in order to have a shutdown on all operations that could affect traffic. We recommend five days' extension on this reason. (Since this includes weekend days, no expansion by 7/5ths should apply on this particular item.)

On the second reason for the added foundation preparation work, we recommend only two days for the dates of June 27 and 28 on which work covered by this order was actually performed. At this time, the contractor was already behind schedule. His grading was only 15 percent completed, so this added work in a grading area should clearly justify added time. We concur in the two days expanded as shown below.

We believe the third reason for one day for a late added installation of culvert pipe in a driveway is very weak as the contractor was installing sight posts on this particular date (August 11) and the main work remaining to be done was the seeding and mulching.

A much better reason for additional extension was not submitted. There was a 53 percent overrun in the bituminous base item which amounts to 625 tons overrun quantity. The A.C. item also overran 7+ percent, or 142 tons. These are late items done about the time the contract time had elapsed. The bituminous base overrun particularly represents at least one day's average production.

We recommend one day for the bituminous base overrun and the two days recommended on Reason 2 above, making three days which should be expanded by 7/5ths to convert to calendar workdays, or four and one-fifth days. We ordinarily avoid fractional days and round to the next higher number which would be five calendar workdays in this instance. These five days, along with the five days covered by the first part for the holiday weekend shutdown, makes the 10 calendar workdays extension recommended. This would delete all liquidated damages.

May we have your concurrence in this extension.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
L. W. Rulien
V. L. Gallagher

JAB:fw ja

7657 5

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Mile Point 39.2 Slide
WEEK ENDING: September 9, 1972
SECTION PREFIX: 34-1054
HIGHWAY: Sunset
COUNTY: Washington
NAME OF JOB: Mile Point 39.2 Slide
KIND OF WORK: Grading & Paving
CONTRACTOR: S.D. Spencer & Son
CONTRACT NUMBER: 7657
FEDERAL AID PROJECT NUMBER: ER-227(3)
DATE OF CONTRACT: October 5, 1971
DATE WORK STARTED: December 9, 1971
ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS:
SPECIFIED CALENDAR DAYS: 200
WORK DAYS USED:
CALENDAR DAYS USED: 210
PROJECT AUTHORIZATION: $ 164,010.91
SPECIFIED COMPLETION DATE: August 5, 1972
PERCENT OF TIME ELAPSED: 105%
EXCLUSIVE OF ENGINEERING: $ 151,005.64
ENGINEERING AUTHORIZATION: $ 13,005.27
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 144,172.02
ENGINEERING COST TO DATE: $ 15,950.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97.6%
ESTIMATED PERCENT: OVERRUN UNDERRUN: 2.7 %
PERCENT OF AUTHORIZATION: 122.6 %
DATE PROJECT WAS COMPLETED: August 15, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE stone	XXXXXXR PAVE.	MAT'L. PROD.	Bit Base	"B" Mix
100	100	100	100			100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	Bit Base	"B" PAVING
MILES IN PROJECT	0.35	0.35		0.35	0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35	0.35		0.35	0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	39,700	4,900		1,190	1,960
TOTAL QUANTITIES CORRECTED TO DATE	35,376	5,164		1,815	2,102
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	35,376	5,164		1,815	2,102
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3	Fair			
MONDAY 4	Fair			
TUESDAY 5	Fair			
WEDNESDAY 6	Cloudy			
THURSDAY 7	Cloudy			
FRIDAY 8	Cloudy			
SATURDAY 9				

RECEIVED
SEP 11 1972
CONSTRUCTION
SECTION
Kersey
Bond
Walker
Johnson
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

September SUNDAY 3	No activity
MONDAY 4	No work
TUESDAY 5	No work
WEDNESDAY 6	No work
THURSDAY 7	No work
FRIDAY 8	No work
SATURDAY 9	No Activity

REMARKS

Remarks: Final Records completed & Semi-Final Records submitted to Region Office September 7, 1972.

THIS IS THE LAST WEEKLY REPORT FOR THIS PROJECT.

cc: BPR
Construction (2) ✓
Region Office
File

SIGNED James W. Cochell LOCATION Sylvan
James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

SEP 5 1972

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

DATE August 23, 1972

TO G. L. Green, Acting Division Engineer
~~R. L. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Programing Engineer

cy Constr
9-1-72

SUBJECT Request Contract Acceptance
Federal-aid Project
No. ER-227(3)

Contract 7657, Work Completed August 15, 1972

Project Mile Point 39.2 Slide

Highway Sunset

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-25-72

Conditions not acceptable:

None

G. L. Green
Acting Division Engineer

WNB:bk

VG:dg

cc Tom Edwards
L. H. Young

RECEIVED
STATE HWY ENGR
SEP 1 '72
REFER TO
FOR

RECEIVED
SEP 11 1972

STATE COPY

5

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

8-21-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 11457 10	Report No. 3	County Washington	Division Oregon
Date of Inspection 8/21/72	Inspection Made By P. K. O'Neil, Asst Area Engineer		Project No. ER-227(3)
In Company With Al Harwood, Reg Constr Engr; Jim Cochell, Res Engr, OSHD.			
Quality of Work* Satisfactory	Progress of Work Unsatisfactory	Time Elapsed 105 %	Work Completed 100 %

COPY SENT

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

SEP 08 1972

REGIONAL OFFICE

cy Const 9-11-72

MILE POINT 39.2 SLIDE CORRECTION
SUNSET HIGHWAY
Grading and Paving

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on August 15, 1972, at which time 210 chargeable days had elapsed. The contract time was 200 calendar days, and liquidated damages will be charged accordingly.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon recipt of the necessary supporting documents.

RECEIVED
SEP 11 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

9-8-72
Johnson
cy Young

RECEIVED
STATE HWY ENGR
SEP 8 '72
REFER TO
FOR

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

OR FILING

7657

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 4, 1972**

Federal-aid Project
No. ER-227(3)

TO
C. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT **Request Change Order Approval**

Contract 7657 , State Force Order No. 1

Project Mile Point 39.2 Slide

Highway Sunset

County Washington

The Order covers permanent striping throughout the project. The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of par. 6 of PPM 21-13.

The estimated total cost of the work to be done under this Order is $213.25 with Federal participation of $213.25. Reimbursement on an agreed unit price basis is requested. Unit prices to be used will be those in effect at the time the work is done.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 17, 1972.

Your approval as of July 17, 1972 is requested.

JK:bb
Attachments

RECEIVED
1972

STATE COPY

5

7657

FORM PR-33A (REV. 3-68)

OSHD (Johnson) Area Engr Bryant
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

7-10-72

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Washington	Division Oregon
Date of Inspection 7-10-72	Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. ER 227(23)

In Company With
Jim Cochell, Res Engr, OSHD

Location
US 26 8 miles west of Manning at M.P. 39.2

RECEIVED
AUG-1 1972
STATE HIGHWAY ENGINEER

Contractor Name and Address
S. D. Spencer & Son, Vancouver, Washington

Award Date 10-5-71	Contract Amount 141,403.00	Time Allowed 200 Cal days	Time Started 10-20-71	Work Started 12-9-71
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 86 %	Work Completed 24%	

Roadbed (Width) 62' (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	CENTER (Inches)	WIDTH (Feet)
AC Waring Surface	6201	0.35	4"	4"	44'
PMBB		0.35	3"	3"	44'
Aggreg base		0.35	10"	10"	62'

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
N/A		

8-7-72
Al ... Young

COPY SENT
AUG 03 1972
REGIONAL OFFICE

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

39.2 SLIDE SECTION HIGHWAY
Grading and Paving

This slide occurred due to unusual heavy rains on top of a perviously heavy snow fall. Over saturation of the slide area with water caused the fill to slip out closing 1/2 of 1 of 2 lanes. Although the slide is only 300' long the State decided to change the alignment for about 2000' out of the slide area to avoid future trouble.

Earlier this spring the contractor moved in and started his clearing and to date he has approximately 90% of the clearing completed. He is just getting underway with his grading and has approximately 40% of it completed. During this inspection he had a small pioneering operation underway at the east end of the slide. All other operations were curtailed due to incleminent weather. Although his percent completed is lagging his time elasped it is still possible for the contractor to complete the project in the specified 200 calendar days.

Price Agreement No. 1 is forthcoming to cover the cost of removing unsuitable embankment material. No bid item was in the contract to cover unsuitable embankment. The amount of the price agreement is $900. Approval is recommended.

The contractor has the required EEO posters posted and has submitted his required PR 1391's on a monthly basis. They have also conducted EEO meetings. The Resident's reports were also up to date and current.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

RECEIVED
OCT 29 1971

FOR FILING

ER-227(3)
7657

October 21, 1971

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7657 for work
on the Mile Point 39.2 Slide
Section of the Sunset Highway
in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
I. D. Merchant
L. W. Rulien
James Cochell

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.
10-224

PROJECT REPORT NO.
4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-15-71

ATE
Oregon

COUNTY
Washington

PROJECT NO.
ER-227(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 8 Mi. W. of Manning (M.P. 39.2)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-15-71	0.354
RIGHTS-OF-WAY		▨
CONSTRUCTION	1-15-71	0.354
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT
$ 179,478.00

FEDERAL FUNDS
$ 179,478.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By [illegible]

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer OCT 15 1971

RECEIVED
OCT 11 1971
FOR FILING

ER-227(3)
7657

October 8, 1971

S. D. Spencer & Son
6614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

Enclosed are three copies of Contract No. 7657 for work on the Mile Point 39.2 Slide Section of the Sunset Highway in Washington County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin October 20, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc F. D. Morgan
I. D. Merchant
James Cochell
L. W. Rulien

9-9-71

FORM PR-1240
(Rev. 6-68)

RECEIVED
SEP 15 1971

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

ER-227(3)

STATE PROJECT NO.
SUNSET TUNNEL SECTION
MILE POINT 39.2 SLIDE

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
ER-13

TO:

ER-227(3)
7657

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Young w/enc.
9-15-71

DATE PS&E APPROVED
SEPTEMBER 8, 1971

DATE AUTHORIZATION EFFECTIVE
SEPTEMBER 8, 1971

FEDERAL ROUTE NUMBER
FAP ROUTE #27

STATE ROUTE NUMBER
SUNSET HIGHWAY - ROUTE #47

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $2,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $1,000.00
TEMPORARY EROSION CONTROL $2,000.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S AUGUST 2, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

NOTED
TOM EDWARDS

DATE
9-9-71

SIGNATURE OF APPROVING OFFICIAL

TITLE
DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

RECEIVED
SEP 3 - 1971

ER-227(3)

7657

P. 39.2 Slide
Sunset Hwy

September 2, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken September 30, 1971, on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Memaloose Safety Rest Area, Columbia River Highway.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved. The project covers only the building of a well.

2. Patterson St.-Malin Junction Section, Klamath Falls-Lakeview Highway.

   Sidewalks are being provided throughout the length of this project.

3. S. W. Allen Boulevard at Western Avenue (Beaverton) Section, FAS 840.

   This is an industrial park. No footpaths or bicycle trails are planned as it is deemed to be contrary to public safety, under which conditions footpaths and trails are not required under Section 2(2)(a), House Bill 1700. This is a traffic signal installation.

4. S. W. Erickson Avenue-S. W. Main Avenue (Beaverton) Section.

   This project has existing sidewalks throughout, making additional construction unnecessary.

5. S. E. McLoughlin Boulevard at S. E. Glen Echo Avenue (Gladstone) Section, Pacific Highway East.

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2 (2) (a), it being deemed such paths and trails would be contrary to public safety. This is a traffic signal installation.

6. Malheur River (Malheur Butte) Bridge, FAS 23-109.

   Cancelled.

7. Mile Point 39.2 Slide Section, Sunset Highway.

   No footpaths or bicycle trails planned for this project because of its isolation; and, since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

8. Cape Meares Loop Road and Bay Ocean Road Slide Sections, FAS 616.

9. Sawyers Rapids and Elkton Slide Sections, Umpqua Highway.

   Same as No. 7.

10. Beaver Hill Fill Slide Section, Oregon Coast Highway.

    Same as No. 7.

11. Pieper Canyon Road-Bunker Hill Road Section, Heppner Highway.

    No footpaths or bicycle trails planned, as provided under Section 2 (2)(c). The sparsity of population indicates an absence of need for such paths and trails. This project does not connect with any existing community and there are only three residences within the project limits.

12 Emigrant-Frazer (Pendleton) Couplet Section, Pendleton-John Day Highway.

Sidewalks are provided throughout the project on both sides.

13. Country Club Road Interchange Section, Eugene-Springfield Highway.

Pedestrian signals and the necessary appurtenances to move both bicycle riders and pedestrians through the intersections are provided.

14. Cape Blanco State Park.

Bicycle trails are not included because of a lack of demonstrated need. Existing and proposed park roadways will be adequate to handle both bicycle and automobile use anticipated for the immediate future.

This matter will be on the agenda for the September 8 meeting and your approval is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
L. H. Young
F. L. Hall
F. D. Morgan
D. G. Talbot
R. N. Bothman

RDA:ia fn

RECEIVED
SEP 7 - 1971
FOR FILE

FORM E-30 (12-67)

ER-227(3)

7657

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1971

To: MEMO TO FILE

SUBJECT: Footpaths and Bicycle Trails
Mile Point 39.2 Slide Section
Sunset Highway
Washington County

The length of this project is 2,150' and its purpose is to move the highway into a hill to avoid fill failure. The project termini do no connect to any existing trails or paths. There are no population centers nearby. For these reasons, bicycle trails and footpaths are not being considered pursuant to Section 2(2)c of Chapter 376 of Oregon Laws of 1971 which states "where sparsity of population, other available ways or other factors indicate an absence of any need for such paths or trails".

R. D. Asburry
R. D. Asburry
Asst. Program & Planning Engineer

RDA:jb

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall

RECEIVED
OCT 11 1971
FOR FILING

4 e

1859

OREGON STATE
HIGHWAY DIVISION

ER-227 (3)

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7657

August 2, 1971

AGENDA
SEP 1971
4 e

Oregon State Highway Commission

Gentlemen:

Presented for your consideration are four emergency relief projects that were caused by the flood and storm damage during January 1971. These projects are eligible for 100% Federal-Aid reimbursement under the Emergency Relief Program.

Beaver Hill Fill Slide Sec., Ore. Coast Hwy., Coos Co.: Grade, Pave	$ 30,000
Mile Post 39.2 Slide Sec., Sunset Hwy., Wash. Co.: Grade, Pave	$160,000
Sawyers Rapids and Elkton Slide Sec's., Umpqua Hwy., Douglas Co.: Grade, Pave	$250,000
Harder (M.P. 7.5) and Tompson Falls (M.P. 12.4) Slide Sec., FAS 608, Lewis & Clark Rd., Clatsop Co.: Slide Correction	$ 25,000

Copy

These projects are in an advance stage of design and I recommend they be let at the August bid opening. Chairman Jackson approved this matter on August 2, 1971 and it will be on the agenda for confirmation at the September 7 meeting.

Very truly yours,

R. L. Porter

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor Wolfe
L. H. Young
V. E. Skoog
R. N. Bothman
F. D. Morgan
Carroll Keasey
J. B. Boyd
L. W. Rulien

Form E-123

RECEIVED
APR 22 1971
3
FO

ER-227 (3)
7657

April 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for six projects, Item No's. 9 through 14, which we desire to include in the Federal-Aid Emergency Relief Program occasioned by the January 14, 1971 flood.

Items No's. 9, 12 and 14 are programmed in their entirety in stage 2 because the temporary repairs have been done and the State is in the position to accomplish the permanent repairs by State forces as soon as the program is approved and the required authorization to proceed with the work of permanent restoration is received from you.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encl.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDER

4-15-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 26 8 mi. W. of Manning (MP 39.2) 21 65	**ADT**	PRESENT 2,900	FUTURE 5,5 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Temp. & Perm. Slide Repair 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. 71- (72)

CARD 4	CLASS OF FEDERAL FUNDS Emergency Relief	COUNTY N
	NAME OF URBAN AREA 17-31	ROUTE NO. P

ESTIMAT

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDE
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE** Stage 2		US 26 8 mi. W. of Manning (MP 39.2)	0.38	7,000	
5					**ROW** Stage 2		(Sunset Tunnel Section)	0.38	3,000	
5					**CONST** (CODE) 6201 Temp.-Stage 2 Perm.-Stage 1			0.38	8,500 160,000	
							PROJECT TOTALS	0.38	178,500	
									(18) (23)	(24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

This work is necessary becaus
snowfall and flooding which b

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-15-71

9.2) 65	**ADT**	PRESENT 2,900	FUTURE 5,500 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 098 (4) (6)	ITEM NO. 13 (14) (16)

PROJECT NUMBER

OUTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. 71-1 (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) ER- 14 23	NUMBER 227 7	SEQ. NO. (3) 13	I. Projects Only: POST MI. (24) (26) DESIG. 27

COUNTY NAME Washington CODE 067 (14) (16)

ROUTE NO. P FEDERAL-AID 27 (32) STATE 47 (36) (37) U.S. 26 (41)

PROGRAM STAGE ☒ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS
. of .2)	0.38	7,000	7,000		
l	0.38	3,000	3,000		
	0.38	8,500 160,000	8,500 (160,000)		
PROJECT TOTALS	0.38	178,500 (16) (23)	18,500 (24) (33)		

CHARACTER OF PROPOSED WORK *(Full description)*

P.E., PS&E preparation, temp. & perm. slide restoration consisting of gr. dr. 2-12' lanes H.T. pave. with 10' shldrs.

ROW - 150' normal; Access Control-partial; Parking Restrictions-none. (The work will be done by State forces and State contract.)

REMARKS

This work is necessary because of unusually heavy rain on top of a previously heavy snowfall and flooding which began January 14, 1971.

-over-

USCOMM DUSCOMM-DC 48808-P61

SUNSET TUNNEL SECTION
SUNSET HIGHWAY
Project No. ER-227(3)

Existing Facility: The present facility consists of two 12-foot travel lanes with 8-foot shoulders.

Project Data: The roadway at this point is on a very large slide area that moved because of the deep melting snow pack along with unusually heavy rain that over-saturated the slide area with water. The slide movement caused the fill to slip out closing one-half of one through lane. Temporary repairs have been made by grading, placing 700 cu.yds. of rock and 350 tons of asphaltic concrete with the following expenditures:

Temporary Repairs:

Labor	$1,750
Equipment	750
Material	5,900
	$8,500

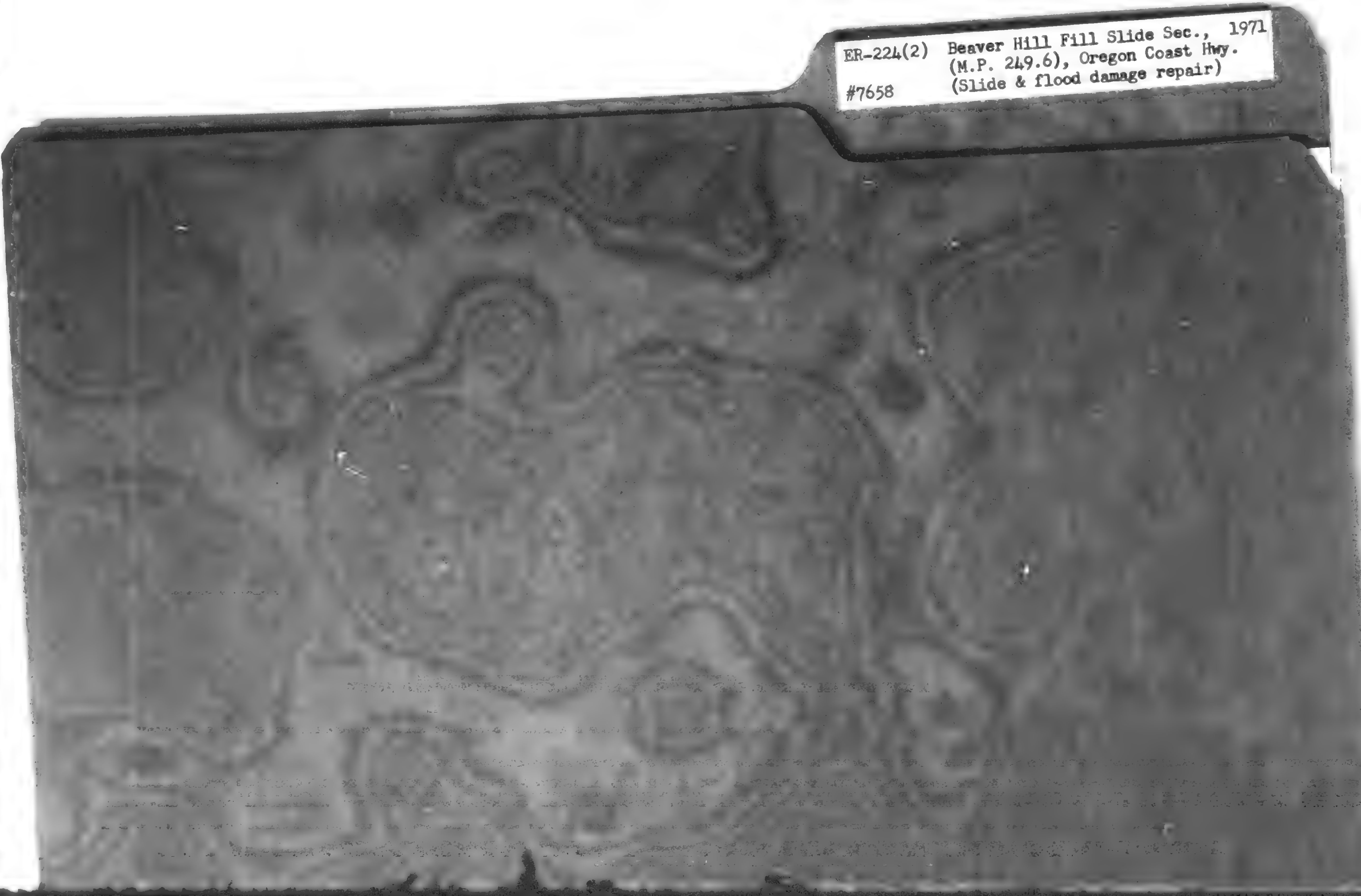
Although the slide is only about 300 feet long, it is our intention to change the alignment for about 2,000 feet out of the slide area to avoid future trouble. This realignment will be accomplished in conjunction with a primary project of three laning (Passing lane) improvement anticipated very shortly and the survey for both is being accomplished at this time. A split in survey costs as well as construction cost will be made to keep the two kinds of funds separate. The major items generating the costs for the permanent restoration are as follows:

Permanent Restoration:

Clearing	All Required	$ 2,500
Grading	50,000 cu.yd.	55,000
Drainage	All Required	3,500
Base and Shoulder Rock	9,000 cu.yd.	35,000
AC Pavement	3,500 ton	45,000
Traffic Control	All Required	4,000
Engr. & Cont.	All Required	15,000
		$160,000

A public hearing is not required for this project under Par. 3c of PPM 20-8 as this work is necessary because of the natural disaster concurred in by the Federal Highway Administrator.

State Clearinghouse Review is exempt by working agreement with the State Executive Department dated February 9, 1971.



ER-224(2) Beaver Hill Fill Slide Sec., 1971
(M.P. 249.6), Oregon Coast Hwy.
#7658 (Slide & flood damage repair)

STATE COPY

4-4-72

cc: OSHD (E.S. Hunter) ✓
Region
7658 Wash DC
Area Engr Riedl

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10	REPORT NO. 3	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 3-30-72	REPORT MADE BY C.F. Jencks, Highway Engr. Trainee		PROJECT NO. ER-224(2)
COMPLETION DATE 11-8-71	ACCEPTANCE DATE BY CONTRACT AGENCY 12- 15 - 71	TIME ELAPSED 30 %	CONTRACT TIME 40 days
APPROVED EXTENSIONS NA	LOCATION Beaver Hill Fill Slide at Mile Post 249.6 on Oregon Coast Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

4-6-72
Young

BEAVER HILL FILL SLIDE
MILE POST 249.6 - OREGON COAST HIGHWAY
Slide and Flood Damage Repair

The main work for the project was excavating slide material and constructing a sand blanket and the roadbed embankment.

The project underran 26% in cost. The original ground was at a higher elevation then anticipated, thus reducing such items as general excavation, borrow excavation and the sand blanket.

The reason for the early completion date was that the contracter was allowed to start work as soon as it was known he was the lowest bidder. This was done to complete the work before bad weather set in. (Explained in Initial Inspection Report)

The emergency repairs were performed on January 25, 1971 amounting to $611.42. Additional maintenance was performed and submitted for approval as additional costs.

A letter of May 25, 1971 from Washington D.C. limited the eligible temporary repair costs to the original $600. Thus the original costs are recommended for approval

COPY SENT
APR 4 1972
REGIONAL OFFICE

NOTED
E. S. HUNTER

NOTED
TOM EDWARDS

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer R. E. Simpson	DATE 4-4-72
TITLE Area Engineer	DATE 3-31-72	TITLE Division Engineer	

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED
JAN 5 - 1972
FOR FILING

ER-224(2)

7658

January 3, 1972

Wells-Reed-Wood-West
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On December 17, 1971, we wrote to you concerning release of final payment on Contract No. 7658 awarded to Slate-Hall for work on the Beaver Hill Fill Slide (M.P. 249.6) of the Oregon Coast Highway in Coos County.

Final payment on this contract is $3,424.28 and the total contract amount is $64,977.72. No work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Slate-Hall
P. O. Box 19238
Portland, Oregon 97219

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Seaboard Surety Co.
100 William Street
New York 38, New York

Frank Morgan
Walter Hart
V. E. Skoog
Attn: John Herr
James Versteeg

RECEIVED
DEC 17 1971
FOR FILING

ER-224(2)

7658

December 16, 1971

Oregon State Highway Commission

Gentlemen:

Work was completed November 8, 1971, on Contract No. 7658. The contract was with Slate-Hall, and was for slide and flood damage repair on the Beaver Hill Fill Slide Section of the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 15, 1971, and that you concur in this procedure at the Commission meeting on January 11, 1972.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

VG:bb

cc: Floyd Query
Tom Edwards
A. E. Johnson
G. L. Sund
F. D. Morgan
I. D. Merchant
V. E. Skoog
H. S. Cox
C. T. Keasey

ER-224(2)
7658

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Beaver Hill Fill Slide (M.P. 249.6)

WEEK ENDING: December 3, 1971

SECTION PREFIX: 6-1021

HIGHWAY: Oregon Coast

COUNTY: Coos

KIND OF WORK: Slide and Flood Damage Repair

NAME OF JOB: Beaver Hill Fill Slide (M.P.249.6)

CONTRACT NUMBER: 7658

FEDERAL AID PROJECT NUMBER: ER-224 (2)

CONTRACTOR: Slate and Hall

DATE WORK STARTED: October 4, 1971

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: October 15, 1971

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 40

CALENDAR DAYS USED: 12

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION: 0

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 30

PROJECT AUTHORIZATION: $ 102,169.50

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 93,246.40

ENGINEERING AUTHORIZATION: $ 8,923.10

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 70,058.49

ENGINEERING COST TO DATE: $ 6,831.61 ~~[illegible]~~

DATE PROJECT WAS COMPLETED: November 8, 1971

ESTIMATED PERCENT: ~~[illegible]~~ UNDERRUN 24.9 %

PERCENT OF AUTHORIZATION: 77 ~~68~~ %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.
100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.1	0.1			0.1
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.1	0.1			0.1
TOTAL ESTIMATED QUANTITIES (CONTRACT)	38,300 cy	80 cy			110 ton
TOTAL QUANTITIES CORRECTED TO DATE	24,115 cy	30 cy			90 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,115 cy	30 cy			90 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			RECEIVED
MONDAY	Rain			DEC 6 1971
TUESDAY	Fair			
WEDNESDAY	Overcast			
THURSDAY	Showers			BEN GIFFORD
FRIDAY	Showers			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Semi-Final Estimate was submitted to the Region Office Dec. 2, 1971.

Final Report.

SIGNED C. V. [illegible]
Asst. Res. Engr.
LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
DEC 1 ·[illegible]71

FOR FILING

STATE COPY

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ER-224(2)
7658

November 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Federal-aid Project
No. ER-224(2)

NOTED
A. E. [illegible]

Dear Sir:

All work under Contract No. 7658, Beaver Hill Fill Slide Section of the Oregon Coast Highway in Coos County, was completed on November 8, 1971.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Programming Plan.
CM Const.
12-1-71

Very truly yours,

R. L. Porter
State Highway Engineer

By R. T. [illegible]
for
L. H. Young
Program and Planning Engineer

RECEIVED

Federal Highway Administration
Oregon Division Office Endorsement

Date 11-22-71

Conditions noted on above date: Final inspection made 11-19-71, Satisfactorily completed.

G. K. Hossner
for R. E. Simpson
Division Engineer

PVR/eb

NOTED
TOM EDWARDS

RECEIVED
NOV 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

C

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 11-56	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Coos
PROJECT REPORT NO. 5	11-9-71	PROJECT NO. ER-22A(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 11.0 mi. N. of Bandon (MP 240.6)
Beaver Hill Fill Slide

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING	1-15-71	0.04
RIGHTS-OF-WAY		▨
CONSTRUCTION	9-15-71	0.04
OTHER *(Specify)*		

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT $ 104,269.00	FEDERAL FUNDS $ 104,269.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By B Klaboe

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)

For: R. E. Simpson

Date executed by Division Engineer NOV 8 1971

PAGE 1

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-2 (REV. 2-71)

Oregon State Highway Division

Federal Aid
Project No. ER-224(2)

BEAVER HILL FILL SLIDE (M.P. 249.6) SECTION

OREGON COAST HIGHWAY IN COOS COUNTY

Salem, Oregon, October 22, 1971

Project agreement estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 1,500.00

Type Code 0010
Temporary Repair (M.P. 249.6)

Labor, Equipment and Material	Limited To		$ 600.00

Type Code 6201
Permanent Restoration (M.P. 249.6)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		18,000.00
General Excavation	20,700 cu.yd.	1.00	20,700.00
Borrow Excavation	17,600 cu.yd.	1.25	22,000,00
Sand Blanket Material	3,900 cu.yd.	2.50	9,750.00
Trench Excavation	190 cu.yd.	6.00	1,140.00
Finishing Roadbed and Slopes	All Required		1,000.00
Watering	100 M-gal.	0.01	1.00
Aggregate Shoulders	80 cu.yd.	7.00	560.00
Class "B" Asphalt Concrete	110 ton	24.00	2,640.00
24-inch Half-Circle Culvert Pipe	80 lin.ft.	12.00	960.00
8-inch Drain Pipe	890 lin.ft.	4.00	3,560.00
Special Backfill in Drains	110 cu.yd.	12.00	1,320.00
Guard Rail, Type 1	275 lin.ft.	6.00	1,650.00
Roadside Seeding and Mulching	2 acre	750.00	1,500.00
			$ 87,781.00
Flagging (60% of contractor's cost)	All Required		$ 1,250.00
Temporary Erosion Control	All Required		200.00
			$ 1,450.00

Subtotal	$ 89,231.00
Engr. & Cont.	12,938.00
Total	$102,169.00

Length of Project 0.04 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,500.00	$ 1,500.00
Temporary Repair	600.00	600.00
Permanent Restoration	102,169.00	102,169.00
Total	$104,269.00	$104,269.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7658

Prefix 6-1021

Prefix (PE) 38-1408

RECEIVED
NOV 1 - 1971
FOR FILING

ER-224(2)
7658

November 1, 1971

Slate-Hall
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7658 for slide and flood damage repair on the Beaver Hill Fill Slide (M.P. 249.6) Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Great American Ins. Co.
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Wells-Reed-Wood-West Co.
412 Failing Building
Portland, Oregon 97204

Seaboard Surety Co.
315 Montgomery
San Francisco, California 94104

Seaboard Surety Co.
100 William Street
New York, New York 10038

bc F. D. Morgan
L. H. Young
Attn: Vince Gallagher
I. D. Merchant
C. T. Keasey
Bobby Johnson

RECEIVED
OCT 21 1971
FOR FILING

ER-224(2)
7658

bc F. . Morgan
I. D. Merchant
C. T. Keasey
Bobby Johnson
William Geibel (SAIF)

October 15, 1971

Slate-Wall
P. O. Box 19238
Portland, Oregon 97219

Gentlemen:

The State Highway Commission on October 4, 1971, accepted your proposal for slide and flood damage repair on the Beaver Hill Fill Slide (M.P. 249.6) Section of the Oregon Coast Highway in Coos County and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7658.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 28, 1971.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. Head, Assistant Secretary

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
OCT 5 1971
FORM E-30
FOR FILING

ER-224(2)
7658

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1971

To: MEMO TO FILE

SUBJECT: Beaver Hill fill ER-224(2)
Cape Meares Loop Rd ER-239(1)

On October 1, Robert E. Simpson, Division Engineer, Federal Highway Administration, said that they would concur in two ERFO jobs for which bids were opened on September 30 as soon as federal funds were made available.

On this basis, I have asked Mr. Edwards to award both the projects.

R. L. P.

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
L. H. Young

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: by contract number

Index:

INDEXING: Begins with 7624 Ends with: 7658 CONT. ON REEL 154

FLASH CARDS: Beginning of each contract

Remarks:

Reel No. 153 Reduction Ration 21X Project No.

Camera:Name Bell/Howell Model File Master Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 12 day of FEB. 1982 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Bernie Eriksen